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American Railroad Journal.

New York Saturday, September 2, 1871.

THE NEW SHORT ROUTE BETWEEN THE ATLANTIC AND PACIFIC STATES.

It is scarcely one month since we placed on the market the FIRST MORTGAGE SINKING FUND LAND GRANT BONDS of the ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, Western Division, and the rapidity with which investors have absorbed the Loan has fully justified our expectations.

The Loan, which was originally for \$5,500,000, is already assuming small proportions, and bids fair to be closed out at an early day. We introduced this Loan to the public with our full and cordial indorsement, knowing that it possessed merits rarely found in a railway loan, and that it combined a high rate of interest with perfect security for both principal and interest, as well as a profit in the future by the enhancement of the market value of the Bonds after the entire Loan was absorbed. The United States Government, through Congress, realizing the importance of this Road, granted the Company a LIBERAL LAND GRANT, AMOUNTING IN THE AGGREGATE TO 1,500,000 ACRES.

The Company's lands are located in Kansas and Nebraska, where the soil is excellent for farming

and all other purposes, and the section through which the St. Joseph and Denver City Railroad runs is known as the Garden Spot of the New West. The prairie of Nebraska is exceedingly valuable, as its rolling formation effects a natural drainage for the surface water. All the lands of the Company, as well as the road and its equipments, are pledged for the security of these bonds. At the present market value of the lands, the land grant would realize an amount considerably in excess of the entire bonded debt of the Company. By expressed stipulation, the lands cannot be sold for less than \$4 per acre. The trustees for the mortgage are directed to retire the bonds of the Company with the proceeds of the land sales, when the same can be purchased at or under 115. The Chicago, Burlington and Quincy 8 per cent. bonds are selling at 112, and Michigan Central 8 per cent. bonds at 120, and there is every reason to believe that the ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S 8 per cent. Gold Bonds will eventually sell as high. The operations of a liberal sinking fund under the land sales will accelerate the advance in the market price of these Bonds in the future. In regard to the road itself, it is only necessary to remark that the distance from Fort Kearney on the Union Pacific to St. Joseph, by the St. Joseph and Denver City Road, is 80 miles shorter than via Omaha, while from Fort Kearney to New York via St. Louis, the saving is equal to 100 miles, and via Hannibal it is over 200 miles. It will be seen, therefore, that the St. Joseph and Denver City Road forms what may be called an air line between the Atlantic and Pacific States. It will form a great and important link in our railway system, and must divert to itself a very large portion of the traffic in freight and passengers between the Atlantic and Pacific. The line of the road is well populated, and in many parts densely so; an existing trade, therefore, awaits its completion. In the year 1860, Hon. Schuyler Colfax, the present Vice-President of the United States, recommended St. Joseph, on the Missouri River, as the terminus of the Union Pacific Railroad, but the civil war prevented the building of that road on the very line now occupied by the St. Joseph and Denver City Company. The Eastern Division of

the road is completed, and in successful operation from St. Joseph to Marysville, a distance of 112 miles. The bonds of this division were closed out at 97½ by our firm, and have since advanced to 102, and at any time since the bonds were all sold the holders have always had a ready market for the same at an advance upon their cost price.

This early and remarkable success of a new railway loan is without a parallel, and we refer to it with the utmost satisfaction. We feel confident that the bonds of the Western Division will form no exception to those of the Eastern Division, but that when the loan is closed out all the bonds of the St. Joseph and Denver City Railroad Company will advance in price, and eventually stand as high as those of the Chicago, Burlington and Quincy and the Michigan Central—say 112 to 120. The Bonds, both principal and interest in Gold, are offered for the present at 97½ and accrued interest in currency, with the reserved right to advance the price without notice. Five-twenty bonds and all marketable securities will be received at their current market price, without commission, in payment for these bonds. In exchanging the five-twenty bonds for those of the St. Joseph and Denver City Railroad Company, the investor realizes 15 per cent. more on the principal and 3 per cent. gold in interest per annum more than by exchanging for the Government new 5 per cent. loan. Expressage relating to the Loan will be free.

TANNER & CO., Bankers,
No. 11 Wall-st.

Vineyard Sound Railroad.

The Boston Journal says that the project of constructing a railroad from Cohasset Narrows, east of Wareham, to Wood's Hole in Vineyard Sound, a distance of about eighteen miles, has finally resolved itself into the certainty of execution. The road is to be built by the Cape Cod Railroad Company, and branching from that line will run along the eastern shore of Buzzard's Bay, passing through the villages of Pocasset and South Pocasset, in the westerly part of the town of Sandwich, thence through North and West Falmouth and Falmouth village, and near Falmouth Heights, the seat of a new land enterprise, to the harbor of Wood's Hole, where it will connect with steamers for Martha's Vineyard. The road will pass through picturesque localities, eligible as sites for the erection of sea-side residences, and from

its directness and convenience of connection with the Vineyard, cannot fail to become the most popular route between Boston and the "great religious watering place." The line is now being located by S. L. Minot, Esq., civil engineer, of Boston, Mass.

Gauge of Canadian Railroads.

The existing railways of the Dominion are mostly on the 5-feet 6-inch gauge. We give the length and gauge of each of the lines of any consequence:

	Miles.
5 FEET 6 INCHES.	
Grand Trunk	1,377
Northern	100
London and Port Stanley	25
Cobourg and Peterboro	26
European and North American	108
Western Extension	88
New Brunswick and Canada	138
Windsor and Annapolis	85
Brockville and Ottawa	90
Welland	25
Midland	79
Erie and Niagara	81
Nova Scotia	145
Canada Central	28
	2,345
4 FEET 8½ INCHES.	
Great Western	355
St. Lawrence and Ottawa	54
Massawippi Valley	34
Quebec and Gosford	27
Montreal and Vermont Junction	26
Stanstead, Shefford and Chambly	42
Province Line	32
Wellington, Grey and Bruce	23
	593
3 FEET 6 INCHES.	
Toronto, Grey and Bruce	72
Toronto and Nipissing	32
	104

In the western part of Ontario two important lines, the Canadian Air Line and the Canadian Southern are being built on the 4 feet 8½ inch gauge; the Wellington, Grey and Bruce is being extended on the same gauge; the Intercolonial, Toronto and Muskoka, North Grey, Canada Central, and probably other lines are being constructed on the Canadian standard—5 feet 6 inches. The London and Port Stanley is likely to be reduced to 4 feet 8½ inches, and it is said the Whitby and Port Perry will be of this width.—*Canadian Monetary Times*.

Lake Tahoe and Central Pacific Tunnel.

It is truly surprising that such a gigantic work as that of the Mount Cennis Tunnel, one which from its difficulty and novelty has attracted the attention of the civilized world for years past, should be so quickly followed in the far and newly populated Occident by the inauguration of a similarly difficult undertaking. It is but another illustration of the indomitable energy and determined onward progress of the American nation. Much has been said and written of late as to the Lake Tahoe project of Colonel Von Schmidt, as to its feasibility, its legality, and the prospect of the work, if carried out, being a success financially. The two former may be considered as settled and the last presents so favorable a prospect as to leave no doubt as to the speedy completion of the work. In order to bring the water from the Lake in the most convenient and desirable manner, it was found that a tunnel would have to be cut through the western summit of the Sierras. This tunnel would be of about five miles in length, and even if of small dimensions would have involved a very heavy outlay.

A happy community of interests has led to a contract between the Central Pacific Railroad

Company and Col. Von Schmidt, by which it is arranged that this able and indefatigable engineer shall construct a tunnel of such dimensions as shall admit of the passage of trains, thus enabling the Central Pacific to shorten its road seven miles, lower the line of the railroad upwards of 1,000 feet, and dispense with twenty miles of snow sheds, which last are, from their expense and danger, the most objectionable feature of the line. These were advantages not to be overlooked by the able management of the Central Pacific, who have thus availed themselves of Col. Von Schmidt's genius and administrative talent for their own benefit while assisting him in the carrying out of his own grand project. The precise points at which the tunnel will enter the mountains have not yet been precisely located, and for the purpose of deciding this, Col. Von Schmidt and Chief Engineer Montague, of the Central Pacific, have just proceeded to the spot. It will, however, enter the mountain on Cold steam, close to Truckee, on the eastern slope, and on the north fork of the American River on the western side. The entire length of the tunnel will be about, or a little less than, five miles. For one-third of this distance it will be ventilated by shafts sunk from the slope of the mountain, and this and other improvements which have been designed will obviate all those difficulties of imperfect ventilation which has been the cause of so much inconvenience and annoyance in the Mount Cennis Tunnel. Those who know Col. Von Schmidt's ability, know that with him there is no such thing as failure. His plans, even to the minutest detail, being prearranged in the most perfect and systematic manner.

The stipulated size of the tunnel is 19 feet high by 21 feet in width, and is to be completed in five years; but Col. Von Schmidt fully believes he will complete it in three years, and he is proverbially correct in his estimates, both of time and cost. The cost will be \$1,500,000. Carefully made examinations show that less than a mile of the boring will be through granite, which is very much less than was expected; the remainder is for the most part cement, easily removable by the pick without resorting to blasting. The boring will be performed by an instrument of Col. Von Schmidt's invention, consisting of diamond pointed drills operating upon a surface of eight feet in diameter, and worked by means of compressed air, which, penetrating the centre, leaves easy work for blasting the lateral portions on either side. Beneath the railroad track will be laid two pipes of six feet in diameter for the passage of water. This will give a supply of nearly 800,000,000 gallons of water per diem, or 1,333 gallons per day for each man woman and child in the State of California. Such an undertaking is in a new country wonderful, and that one of the main difficulties of its execution has been so greatly lessened by a coalition of the interests of the Railroad and Lake Tahoe Water Company is a matter of congratulation.—*San Francisco News Letter*.

Narrow Gauge Railroad.

The narrow gauge railroad recently put in operation to connect Alexander's iron banks with the Atlantic and Pacific Railroad is a complete success, with some slight improvement in the locomotive, which was the first of narrow gauge ever built in St. Louis. We have here a practical illustration of economy of the narrow gauge. The track is thirty-six inches wide. The cars are built entirely of iron; the sides of the bed being ½ inch, and the bottom (doors) ¾ inch iron. The cars are about 5 feet long and 3½ feet wide, and cost in St. Louis \$155 each. One of these cars, weighing 1,440 pounds, carries 2½ gross tons of ore; four cars, weighing 5,760 pounds, will easily carry 10 gross tons, while a common railroad car, weighing 16,000 pounds, only carries 10 gross tons; hence there is three times the amount of dead weight in a large car to carry the same freight as one of narrow gauge. When the road was planned, the company contemplated using horse power, and put down a light T rail—

only 15 pounds to the yard—which is now used for steam narrow gauge, but proves too light, and rails 25 or 28 pounds to the yard will be substituted.—*St. Louis Jour. of Com.*

State-aid to Arkansas Railroads.

The following statement of the amount of State-aid bonds issued to different railroads in Arkansas is from the Little Rock Gazette:

M., O. AND R. R. ROAD.

October 21, 1870	\$150,000
November 29, 1870	150,000
January 19, 1871	150,000
Total	\$450,000

MEMPHIS AND LITTLE ROCK ROAD.

April 20, 1869	\$250,000
July 13, 1869	150,000
July 25, 1870	500,000
August 12, 1870	100,000
September 5, 1870	50,000
March 7, 1871	100,000
April 5, 1871	50,000
Total	\$1,200,000

ARKANSAS CENTRAL ROAD.

April 20, 1871	\$150,000
July 19, 1871	150,000
Total	\$300,000

L. R., P. B. AND N. O. ROAD.

April 25, 1860	\$150,000
September 1, 1870	150,000
October 18, 1870	300,000
January 17, 1871	50,000
Total	\$650,000

L. R. AND F. S. ROAD.

March 27, 1860	\$200,000
May 3, 1870	160,000
May 13, 1870	140,000
September 6, 1870	300,000
January 21, 1871	100,000
Total	\$900,000

Pittsburg and Connellsville Railroad.

The gross earnings for the two years ended October 31, 1869 and 1870, compare as follows:

	1869.	1870.
Passenger	\$166,675 75	\$178,357 49
Freight	430,016 88	467,288 53
Mail	3,650 00	3,600 00
Miscellaneous	8,576 06	6,490 09
Total	\$608,918 69	\$655,736 11

The operating expenses amounted to—

Transportation	\$94,819 76	\$101,030 69
Motive power	116,708 03	129,795 26
Cars	36,011 79	31,273 15
Roadway	137,165 36	137,819 02
General	16,860 03	19,969 48
Total	\$401,564 97	\$469,887 60

Net earnings	\$207,353 72	\$185,848 51
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The gross earnings are apportioned to the different parts of the road as shown in the following abstract:

	1869.	1870.
Pittsburg & Port Perry, 10.6 miles	\$142,985 63	\$152,938 85
Port Perry & Connellsville, 47.8 miles	434,325 69	468,937 44
Fayette County branch, about 12 miles	31,607 37	33,859 82
Total, 70.4 miles	\$608,918 69	\$655,736 11

In addition to the 70.4 miles as above the company own 8.98 miles of sidings, and individuals 11.04 miles, making the total length of equivalent single track in use at the close of the fiscal year 90.42 miles.

At close of said year there were on the road 7 first class engines, 5 second class, 6 third class, and one switching—in all 19 engines. These engines were run—with passenger trains 174,619, with freight trains 347,425, and with ballast trains 20,659, or a total of 542,703 miles. Cost per mile (including engineers' and firemen's pay) 19.73 cents.

The car equipment was as follows—8 wheel cars: passenger 14, baggage 4, house freight 35, gondolas 72, and rack 2;—4-wheel cars: dumping 26; and one rigger's (8-wheel) car; or a total of 154 cars. Total wheels 1,128, equal to 141 eight-wheel cars. The acquisitions during the year were—one 1st class passenger car, 24 gondolas, 2 rack and 3 house freight cars. There were also constructed at the company's shops 7 road trucks and 10 hand cars. Maintenance of cars, 5.76 cents per mile run.

The total number of passengers carried and the number of tons of freight moved in the two last fiscal years compare as follows:

	1868-69.	1869-70.
Passengers carried.....	462,124	531,011
Average distance carried.....	10.6 m.	10.7 m.
Freight (tons) moved.....	515,879	580,070
Average distance moved.....	31.6 m.	31.8 m.

The increase in the number of passengers is shown to have been 68,881 and in passenger earnings \$11,681 74. The increase was principally made upon the portion of the line nearest Pittsburgh, where the average fares are lowest. The increase in tonnage amounts to 64,196 tons, and in charges \$47,311 74, or about 12 per cent. in both tonnage and charges. Nearly all the staple products and manufactures of the region traversed by the road have continued from year to year to show an increase, consequent on the development rapidly going on. In coal and coke the increase last year was about 15 per cent.; in groceries and dry-goods about 25 per cent.; in whisky about 100 per cent.; in live stock over 17 per cent., and in manufactured iron about 50 per cent. In the meantime the road and equipment has been steadily improved, and a general preparation made for the influx of business expected upon the completion of the line—all which will account for the increase of expenditures shown in the table of operating expenses, said expenses having risen from 66 per cent. in 1869-69 to 72 per cent. in 1869-70.

The following is a statement of the business operations and results therefrom for 10 years:

	Carried one mile—	Gross earnings.	Net earnings.
Passengers.	Tonnage.		
1860-61.	860,497	1,696,177	\$70,105
1861-62.	1,894,222	2,654,802	129,917
1862-63.	3,336,631	4,361,392	215,589
1863-64.	4,615,024	5,712,879	315,923
1864-65.	4,682,284	6,386,206	394,363
1865-66.	4,587,116	8,156,431	467,163
1866-67.	4,776,155	10,080,344	498,181
1867-68.	4,481,033	12,592,663	508,626
1868-69.	4,912,503	16,286,331	608,919
1869-70.	5,702,355	18,473,176	655,736

In the year 1860-61 only the main line 47.8 miles long was in operation, the extension to Pittsburgh 10.6 miles was opened October 10, 1861, and the Fayette county Railroad came into the company's possession November 1, 1861.

The general account of the company dated October 31, 1870, shows their financial condition at date to have been as follows:

Capital stock.....	\$1,795,253 06
Bonds for real estate.....	\$100,000 00
Baltimore City Loan.....	1,000,000 00
First mortgage bonds.....	4,000,000 00
Turtle Creek Div. b'ds.....	400,000 00
Bills payable.....	5,500,000 00
Transportation department.....	204,313 77
Sundry accounts payable, including labor, pay-rolls and vouchers for Oct. 10, 1870 (\$138,222 42); also retained per centage from estimates and other amounts due upon the Cumberland extension (\$1,235,924 94).....	1,305,754 40
Total.....	1,374,147 36
Preliminary surveys and organization expenses.....	\$10,179,468 58
Construction—old road.....	8,965 47
Construction—Cumberland extension.....	\$1,083,906 47
Railway tracks—old road.....	2,145,678 20
Railway tr'ks—Cumberland extension.....	3,229,581 67
Depot grounds and build'gs—old road.....	\$1,108,507 86
Depot grounds and build'gs—Cumberland extension.....	153,107 65
Rolling stock.....	1,261,615 51
Engineering—old road.....	180,537 25
Engineering—Cumberland extension.....	409,250 51
General exp.—old road.....	212,009 90
General exp.—Cumberland extension.....	374,980 43
Profit and loss.....	9,912 71
Interest account.....	384,893 14
Securities on hand or hypothecated, viz:	698,836 79
1st mortgage bonds.....	754,032 28
Other bonds.....	
Bills receivable.....	804 18
Debts due company.....	2,829,704 18
Total.....	260,538 88
Total.....	\$10,179,468 58

The charges to construction and equipment (exclusive of general expenses, profit and loss and interest) amounted on August 31, 1870, to \$5,268,720 72, of which \$2,606,959 86 had been charged to the old line and \$2,661,760 86 to the Cumberland Extension. The payments in the year then ended amount—on account of the old line, \$144,984 58, and of the Extension, \$1,869,093 54. The cost of the line to completion and its full equipment will be not less than \$10,000,000.

The following table compiled from the Company's Reports to the State Auditor of Pennsylvania for the past 10 years shows the financial status of the company at the dates indicated:

	Aug. 31. Stock.	Bonds.	Debt.	Cost of road, &c.
1861..	\$1,756,636	\$1,500,000	\$85,312	\$1,973,029
1862..	1,763,122	1,500,000	110,417	2,154,349
1863..	1,767,373	1,500,000	82,530	2,197,786
1864..	1,770,414	1,500,000	69,233	2,272,100
1865..	1,774,623	1,500,000	61,207	2,328,489
1866..	1,776,129	1,500,000	73,108	2,432,068
1867..	1,776,129	1,500,000	74,862	2,518,067
1868..	1,793,926	1,891,000	75,584	2,590,070
1869..	1,794,576	1,891,000	294,917	2,595,257
1870..	1,794,576	5,500,000	818,538	5,030,988

It will be seen that the "bonds" are here stated without deduction for bonds on hand and hypothecated, and in so far differ from the statement in the general account as given above. The "float-

ing debt," also differing from the general account statement, is given in its net form, i. e. with the deduction of credits applicable to its satisfaction.

In April, 1871, the line of the Pittsburgh and Connellsville Railroad was completed to Cumberland, 149 miles from Pittsburgh, and since then the whole road has been operated as a Division of the Baltimore and Ohio Railroad. This is the third branch belonging to that great thoroughfare reaching the Ohio River—the termini now being Pittsburgh, Wheeling and Parkersburg, at each of which it has valuable connections reaching all commercial points north and west. The Pittsburgh termini will, however, be the most valuable, as there it reaches the great lines terminating at Cleveland, Toledo, Chicago, &c., and the great arms stretching from those centres. From Pittsburgh will also be constructed a great and independent line to Chicago, which will eventually give to Baltimore a more direct and a shorter connection with the north and west than possessed by any other Atlantic port. The surveys of this new line are already far advanced, and in a few years the line as projected will be in full operation.

In connection with the Pittsburgh and Connellsville Railroad there are also several important branches being constructed or already in operation. The Belle Vernon Branch, which will be completed with the current year, leaves the main road at or near West Newton, and will probably be extended to Washington, Pa., and in connection with the Hempfield Railroad (recently purchased by the Baltimore and Ohio Company) form a new and favorable line to Wheeling, W. Va. The Mount Pleasant and Broad Ford Railroad was opened for business in April of this year and is now operated under lease by the Pittsburgh and Connellsville Company. The Fayette County railroad is to be extended to the West Virginia line and immediately to the Fair-Chance Iron Works. The Somerset and Mineral Point Railroad, also to be operated under lease, is in course of construction; and the Bedford Branch (Bedford to Bridgeport 22 miles) is rapidly progressing to completion and will probably be opened before winter. Each of these new lines, all of which will be controlled by the Pittsburgh and Connellsville Company, will undoubtedly bring a valuable traffic to the whole line between Pittsburgh and Baltimore.

The company have also under contract a "cut-off," leaving their road at Nine-Mile Run, and joining the Allegheny Valley Railroad, *via* Neglay's Run, a distance of only six miles. This short cut will save a detour of 12 miles in travel and transportation over the route *via* Pittsburgh.

President.—WILLIAM ODEN HUGHART, Pittsburgh.

Directors elected on the first Monday of Dec., 1870—William Oden Hughart, William Phillips, William Baldwin, William S. Bissell, and G. L. B. Fetterman, of Pittsburgh; Cyrus Myers, of Somerset; C. P. Markle, of West Newton; and Hugh Sisson, Johns Hopkins, Hazeltine G. Vickery, William H. Perkins, and Israel Cohen, of Baltimore.

Secretary and Treasurer.—JOHN H. PAGE, Jr., Pittsburgh.

Chief Engineer.—BENJAMIN H. LATROBE, Baltimore.

General Agent.—WM. B. STOUT, Connellsville.

Solicitor.—GEORGE SHIRAS, Jr., Pittsburgh.

Engineer and Master of Road.—F. W. SMITH, Pittsburgh.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J. & J. & O.	July '71 3	Portl., Saco & Portland.100	\$1,500,000	J. & D.	Jun. '71 5
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway.100	170,000	J. & J.	July '71 4
Atlanta and West Point.100	1,232,200	J. & J.	July '70 4	Do. pref.100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.100	5,545,225			Hanover Branch, Pa.50	116,860	M. & N.	May '71 6	Raleigh and Gaston.100	6,000,000	A. & O.	Oct. '70 3
Atlantic & Gt. Western.50	25,879,923			Houston.100	820,000	J. & J.	July '71 4	Rensselaer and Saratoga.100	4,000,000		
Do. pref.40	1,919,000			Huntingdon & B'd Top.50	1,180,000	J. & J.	July '71 4	Richmond and Danville.100	847,100		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Do. pref.50	615,950	J. & J.	July '71 4	Richmond and Petersburg.100	1,041,800		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Illinois Central.100	25,280,240	J. & J.	Jan. '71 6	Rockport.100	88,400	J. & J.	Nov. '67 2
Baltimore and Ohio.100	13,151,962	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Og'nb.100	2,998,000	F. & A.	July '71 4
Do. Washington Br.100	2,860,000	A. & O.	Apr. '71 5	Jefferson, Mad. & Ind.100	2,000,000	J. & J.	Jan. '65 5	Rutland preferred.100	1,831,400	A. & J.	Aug. '71 3
Baltimore City Passenger.100	670,000	J. & J.	July '71 4	Joliet and Chicago.*100	1,600,000	J. & J. & O.	July '71 1	St. L., Alt. and T. Haute.100	2,300,000	Annual.	June '70 7
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana.*100	300,000	J. & J.	July '71 4	St. L., Jack'bv. and Chic'100	2,478,750		
Belvidere Delaware.100	995,800	J. & J.	July '71 1	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati.100	2,080,000	M. & N.	May '71 3
Berkshire.100	600,000	J. & J. & O.	July '71 1	Do. pref.100	633,500	F. & A.	Aug. '71 4	Sandusky.100	445,696		
Blossburg & Corning.*50	250,000	J. & D.	Jun. '71 2	Lackawanna & Bloomb'g.50	1,355,000	J. & J.	July '71 3	Sand, Mansf. and Newark.100	905,222		
Boston and Albany.100	19,150,800	M. & N.	May '71 5	Leeds and Farmington.50	2,158,668	J. & J.	Jan. '67 6	Savannah and Charleston.100	1,000,000		
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Lehigh and Mahanoy.50	8,739,800	M. & S.	May '67 6	Schuykill and Susquehanna.50	1,289,150	J. & J.	July '71 5
Boston, Concord & Mont.100	469,900	M. & N.	May '71 3	Lehigh and Susquehanna.50	17,116,400	J. & J. & O.	July '71 2	Second and Third St.(Ph.)50	203,757	J. & J.	Jan. '71 4
Do. pref.100	1,340,400	M. & N.	May '71 3	Lehigh Valley.50	844,650	J. & J.	Jan. '69 4	Schuykill Valley.*100	578,050	M. & N.	Nov. '70 4
Boston and Lowell.500	2,215,000	J. & J.	July '71 4	Lehigh Luzerne.50	3,572,400	M. & S. D.	June '71 2	Seaboard and Roanoke.100	868,200		
Boston and Maine.100	4,471,275	J. & J.	July '71 5	Little Miami.*100	2,616,100	J. & J.	July '71 3	Second Avenue (N. Y.).100	670,000		
Boston and Providence.100	3,700,000	J. & J.	June '71 5	Little Schuylkill.100	90,000	J. & J.	July '71 3	17th and 19th streets (Ph.)50	130,000	F. & A.	Dec. '70 2
Broadway (South Boston)50	400,000	J. & D.	June '70 3	Lomb. and South St (Ph.)25	90,000	F. & A.	Aug. '71 4	Shamokin V. and Pottsv.*50	869,450	J. & J.	July '71 3
Broadway & 7th Av.(N. Y.)100	2,100,000	F. & M. A. N.	May '71 3	Long Island.100	3,000,000	F. & A.	Aug. '71 4	Shore Line.100	750,000	M. & N.	May '71 3
Brooklyn City.100	1,000,000	J. & J.	May '71 3	Louisv., Cin. and Lex.50	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.).100	75,000		
Brooklyn City & New'n.100	399,800			Do. pref.100	848,700	J. & J.	Jul. '70 4	Somerville.100	75,000	M. & N.	May '71 3
Buffalo, Bradford & Pitts.100	1,100,000	M. & N.	May '71 3	Louisville and Nashville.100	8,680,912	F. & A.	Dec. '70 3	South Carolina.100	5,819,275		
Buff. New York & Erie.*100	960,000	F. & A.	Aug. '70 4	Louisv., N. Alb. & Chicago.100	2,800,000	A. & O.	Apr. '71 3	South Shore.100	259,635	F. & A.	Feb. '71 4
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell and Lawrence.100	200,000	J. & J.	Jan. '70 8	South Western, Georgia.*100	3,933,900	J. & J.	Jul. '67 4
Do. pref.100	383,000	March.	Mar. '71 10	Lowell Horse.100	55,830	J. & J.	July '71 5	Staten Island.100	660,000	M. & N.	May '70 3
Cambridge Horse (Boston)100	797,800	A. & O.	Apr. '71 4	Macon and Western.100	2,500,000	M. & N.	May '71 5	Stony Brook.100	287,800	F. & A.	Aug. '71 3
Camden and Amboy.100	6,847,800	F. & A.	Aug. '71 3	Mahogany & B'd Mount n.*50	1,676,915			Stockbridge & Pittsfield.100	448,700		
Camden and Atlantic.50	377,100			Maine Central.100	3,400,500			Summit Branch.100	250,000		
Do. pref.50	753,69			Manchester & Lawrence.100	1,000,000			Syr., Bingham. and N. Y.100	1,314,136	J. & D.	July '71 4
Camden & Burlington Co.100	331,000			Marionetta & Cincinnati.50	2,028,778			Taunton Branch.100	400,000		
Cape Cod.50	915,577	J. & J.	Jul. '71 2	Massawippi.100	8,130,719	M. & S.	Sep. '68 3	Tennessee and Alabama.100	595,922	J. & J.	July '71 6
Cape May and Millville.*50	447,000	J. & D.	June '71 2	Memphis and Charleston.100	4,400,368	F. & A.	Dec. '70 3	Terre Haute and Indiana.50	1,988,156		
Catawissa.100	1,189,500	M. & N.	May '71 3	Do. pref.100	400,000			Third Avenue (N. Y.).100	1,750,000	J. & J.	July '71 2
Catawissa, pref.50	2,200,000	M. & N.	May '71 3	Memphis and Ohio.100	5,312,726	J. & J.	July '71 5	Tol., Peoria and Warsaw.100	2,700,000		
Cayuga & Susquehanna.*50	589,110	J. & J.	July '71 4	Metropolitan (Boston).100	570,000	J. & J.	July '71 5	Tol., (K. D.) pref.100	1,700,000		
Cedar Rapids & Mo. pref.100	765,000	M. & N.	May '71 3	Michigan Central.100	13,225,848	J. & J.	Dec. '70 2	Tol., (W. D.) pref.100	1,900,000		
Central of Georgia.100	4,666,300	J. & J.	July '70 5	Middleboro' and Taunton.100	149,029	J. & D.	Dec. '70 2	Tol., Wabash and West.100	14,700,000	M. & N.	May '70 3
Central of New Jersey.100	15,000,000	J. & J.	July '71 4	Middlesex (Boston).100	400,000	A. & O.	Apr. '71 3	Troy and Boston.100	607,111	J. & D.	Nov. '71 3
Central Ohio.100	2,425,000	J. & D.	June '71 3	Mill Creek and Minehill.*50	323,376	J. & J.	Feb. '70 5	Troy and Greenbush.*100	274,400	J. & D.	Nov. '70 4
Do. pref.100	400,000	J. & D.	Jun. '71 2	Millville and Glassboro'.100	405,020	F. & A.	Dec. '70 7	Union Transport'n (Bos.)100	200,000	M. & N.	Nov. '70 4
Gen. Park, N. & E. River.100	970,000	J. & J.	Jul. '71 2	Millw. & St. Paul.100	11,422,664	J. & J.	July '71 3	Union (Phila.)100	291,475	J. & J.	July '71 3
Chemung.100	380,000	J. & J. & O.	Jan. '70 3	Mobile and Ohio.100	10,424,903	J. & J.	Dec. '70 7	Utica and Black River.100	1,696,000	J. & J.	July '70 3
Chesbire, preferred.100	2,085,925	M. & S.	Sep. '71 5	M. Hill & Schuylk. Haven.50	3,856,450	J. & J.	Dec. '67 4	Vermont and Canada.*100	2,500,000	J. & D.	June '71 4
Chicago and Alton.100	8,925,500	M. & S.	Sep. '71 5	Montgomery & W. Point.100	1,644,104	J. & D.	Dec. '71 3	Vermont Central.100	5,000,000	J. & J.	July '71 2
Do. pref.100	2,425,400	M. & S.	Mar. '71 5	Morris and Essex.*50	11,900,950	M. & N.	May '71 5	Vermont and Massachusetts.100	2,860,000	J. & J.	July '71 2
Chicago, Burl. & Quincy.*100	16,590,210	J. & J.	June '71 5	Do. pref.50	720,000			Vicksburg and Meridian.100	357,408		
Chicago, Iowa & Nobles.*100	1,000,000	J. & J.	July '71 6	Nashua and Lowell.100	2,066,544	F. & A.	Dec. '70 5	Virginia Central.100	3,363,679		
Chicago and Milwaukee.*100	2,227,000	J. & J.	July '71 6	Nashville & Chattanooga.100	1,818,000	F. & A.	Apr. '71 4	Virginia and Tennessee.100	3,506,300		
Chicago & N. Western.100	14,676,629	J. & D.	June '71 5	Naugatuck.100	500,000	A. & O.	Apr. '71 4	Western Union.100	5,707,893		
Do. pref.100	20,370,293	J. & D.	June '71 5	New Bedford & Taunton.100	738,538	F. & A.	Jan. '68 3	West Jersey.100	1,269,000	F. & A.	Aug. '71 4
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Apr. '71 4	New Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3	West Philadelphia.100	249,100	J. & J.	July '71 5
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	New Jersey.100	7,297,200	F. & A.	Dec. '70 4	Wilm. and Weldon.100	1,463,775	J. & J.	Jan. '71 3
Cincinnati City Passenger.100	1,000,000	J. & J.	Jan. '68 3	New London Northern.100	1,003,500	A. & O.	Apr. '71 4	Winchester and Potomac.100	1,547,650	J. & J.	July '71 5
Do. Street.100	428,646	M. & N.	May '71 3	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apr. '71 4	Worcester and Nashua.75	1,400,555		
Cin. Sand. & Clev. pref.50	192,750	J. & J.	July '71 7	Do. pref.100	44,428,330	J. & J.	July '71 4				
Citizens' Passenger (Phila.)50	11,620,000	F. & A.	Aug. '71 3	New York and Harlem.100	8,500,000	J. & J.	July '71 4				
Clev. Col. Cin. & Ind.100	2,056,750	M. & N.	May '71 3	Do. pref.50	1,500,000	J. & J.	July '71 4				
Cleveland & Mahoning.50	7,494,588	F. & M. A. N.	Aug. '71 2	New York & New Haven.100	9,000,000	J. & J.	July '71 4				
Cleveland and Toledo.50	1,000,000	F. & A.	Aug. '71 4	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4				
Columbus and Xenia.*50	6,988,800	M. & N.	May '71 3	Niag. Bridge & Cananda.100	1,000,000	J. & J.	July '71 3				
Concord.100	1,500,000	M. & N.	May '71 3	Norfolk & Petersburg guar.100	137,500	J. & J.	July '70 3				
Concord & Ports, guar.100	860,000	J. & J.	July '71 3	North Carolina.100	4,000,000	M. & N.	May '71 3				
Coney Island & Brooklyn.100	600,000	F. & A.	Aug. '71 3	Northern Central.100	5,000,000	J. & D.	Jan. '71 4				
Conn. & Passumps. P. pref.100	2,044,200	F. & A.	Aug. '71 3	North Eastern (R. C.) pref.100	155,000						
Connecticut Av.100	1,700,000	J. & J.	July '71 5	Northern of N. Hampsh.100	3,968,400	J. & D.	Jan. '71 4				
Cumberland and Vt. v.100	1,216,900	A. & O.	Oct. '70 4	North Pennsylvania.100	3,150,150	J. & J.	Aug. '71 5				
Danbury and Newr. v.100	400,000	quarterly	Dec. '70 3	Norwich & Worcester.100	2,264,400	J. & J.	Aug. '71 5				
Dayton and Miaming.100	2,400,000	J. & J.	Jan. '71 3	Ogdensb. & L. Champl'n.100	3,051,800	A. & O.	Apr. '71 4				
Delaware.100	1,107,291	J. & J.	Jan. '71 3	Do. pref.100	2,000,000						
Del. Lackaw. & Western.50	16,277,500	J. & J.	Dec. '70 6	Ohio and Mississippi.100	19,995,847	J. & D.	Jun. '71 3				
Des Moines Valley.100	1,820,200			Do. pref.100	4,024,474	J. & J. & O.	July '71 2				
Detroit & Milwaukee.100	462,350			Oil Creek & Allegheny R.50	4,259,450	J. & J.	July '71 3				
Do. pref.100	2,095,000			Old Colony & Newport.100	4,959,020	J. & J.	July '71 3				
D. Dock, R. B'dw. & Bat.100	1,200,000	F. & M. A. N.	May '70 2	Orange and Newark.100	289,550	F. & A.	Feb. '71 4				
Dubuque and Sioux City.100	5,000,000	J. & J.	July '71 2	Oswego and Syracuse.50	482,400						
Do. do. pref.100	392,550	J. & J.	July '71 3	Pacific of Missouri.100	3,711,196	J. & J.	Jan. '71 3				
East Mahanoy.100	4,062,000	J. & J.	July '71 4	Panama and Ramapo.100	7,000,000	J. & J.	Jan. '71 3				
Eastern (Mass.).100	492,500	J. & J.	July '71 4	Pateron and Hudson Riv.100	630,000	M. & N.	May '71 6				
East Pennsylv.100	1,309,200	F. & A.	Feb. '71 2	Pennsylvania.100	33,550,000	F. & A.	Feb. '71 4				
East Tenn. Va. and Ga.100	1,969,524	M. & N.	May '71 2	Pooria & Bureau Valley.100	1,200,000	J. & J.	Jul. '69 8				
Elk River & Canand.*100	500,000	F. & A.	Feb. '71 2	Petersburg.100	1,32,200	J. & J.	Jan. '71 3				
Elmira & Williamsport.100	500,000	F. & A.	Feb. '66 4	Philadelphia and Erie.*50	6,004,200	J. & J.	Jan. '71 4				
Do. do. pref.50	500,000	F. & A.	Feb. '66 4	Do. pref.50	2,400,000	J. & J.	Jan. '71 4				
Erie Railway.100	75,000,000	Annual.	Dec. '69 7	Philadelph. and Reading.50	28,849,800	J. & J.	Jul. '71 5				
Do. pref.100</											

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	
						* Indicates that no interest is paid.						
National Securities Aug. 1, 1871.							Maryland—Eastern Shore R. R. Loan.....					
Loan of June 14, 1868.....registered coupon	\$6,045,000	5	Jan. & July.	1874	105 1/2		20,131	5	J. A. J. & O.	1890	106 1/2	
Loan of February 8, 1861.....registered coupon	13,955,000	5	" "	1874	110		3,651,398	6	" "	1883	106 1/2	
Loan of February 8, 1861.....registered coupon	13,707,000	6	Jan. & July.	1880	118 1/2		100,000	6	" "	1873	106 1/2	
.. coupon	4,705,000	6	" "	1880	118 1/2	Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75	106 1/2	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	110	.. .. ..	275,000	5	April & Oct.	73-74	106 1/2
Loan of July 1, and Aug. 3, 1861.....registered coupon	124,547,900	6	Jan. & July.	1881	11 1/2	.. .. ..	320,000	5	May & Nov.	72-80	97 1/2
.. coupon	44,773,200	6	" "	1881	118	.. .. ..	133,000	6	June & Dec.	72-77	106 1/2
Loan of Feb. 25, 1862 (5-20s).....registered coupon	81,418,800	6	May & Nov.	1882	113 1/2	.. — Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	71-76	106 1/2	
.. coupon	359,691,700	6	" "	1882	114 1/2	.. .. .. of 1863.....	600,000	5	" "	77-78	106 1/2
Loan of March 3, 1863.....registered coupon	53,294,950	6	Jan. & July.	1881	118 1/2	.. — Coast Defense Loan.....	888,000	5	" "	1883	106 1/2	
.. coupon	21,705,050	6	" "	1881	118 1/2	.. — Bounty Loan of 1863.....	200,000	5	" "	1883	106 1/2	
Loan of March 3, 1864 (5-20s).....registered coupon	2,519,600	6	May & Nov.	1884	114 1/2	.. .. .. of 1864.....	4,379,500	5	May & Nov.	1894	98
Loan of June 30, 1864 (5-20s).....registered coupon	42,283,000	6	May & Nov.	1884	114 1/2	.. .. .. (stg.).....	4,000,744	5	" "	1894	101
.. coupon	43,133,350	6	" "	1884	114	.. — War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1886	101	
Loan of March 3, 1865 (5-20s).....registered coupon	46,544,450	6	May & Nov.	1885	114 1/2	.. — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871	101	
.. coupon	121,095,850	6	" "	1885	114 1/2	.. — T. & G. R. R. & Hoosac T. stg.....	3,505,580	5	" "	88-90	97 1/2	
.. 2d series (5-20s).....registered coupon	6,419,250	6	Jan. & July.	1885	113 1/2	.. .. ..	966,500	5	" "	91-98	99
.. 3d series (5-20s).....registered coupon	174,488,900	6	" "	1885	113 1/2	.. — Southern Vermont R. R.....	200,000	5	" "	1890	106 1/2	
.. 4th series (5-20s).....registered coupon	237,834,650	6	Jan. & July.	1887	113 1/2	.. — Eastern R. R.....	50,000	5	Jan. & July.	1871	106 1/2	
.. (5-20s).....coupon	11,914,600	6	" "	1887	113 1/2	.. — Norwich & Worcester.....	400,000	6	" "	1877	106 1/2	
.. (10-40s).....registered coupon	27,498,500	6	Jan. & July.	1888	114	.. — Bos., Hartf. & Erie (stg.).....	3,599,024	5	" "	1900	106 1/2	
.. (10-40s).....coupon	56,80,150	5	Mar. & Sept.	1904	11 1/2	Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	100	
Consols of July 14, '70 & Jan. 20, '71 registered coupon	53,400,000	5	F. M. A. & N.	1881	114 1/2	.. — Two Million Loan Bonds.....	1,621,000	6	" "	73-80	100	
Consols coupon	7,340,000	4 1/2	F. M. A. & N.	1881	114 1/2	.. — War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	106 1/2	
Consols coupon	30,300,000	4 1/2	F. M. A. & N.	1886	114 1/2	.. — Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	1879	106 1/2	
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	14,000,000	3	" "	1886	114 1/2	.. — State Building Loan Bonds.....	250,000	7	Jan. & July.	77-79	106 1/2	
Navy Pension Fund of July 23, 1868.....(cur.)	678,000	4	" "	1875	110 1/2	.. — Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	106 1/2	
Certificates of Indebtedness 1870.....(cur.)	64,018,832	6	Jan. & July.	96-99	110 1/2	.. — Railroad Loans Bonds.....	2,275,000	7	" "	1883	106 1/2	
Pacific R. R. Bonds.....(currency)	395,177,113	6	" "	1891	110 1/2	Mississippi—State Bonds (for banks).....	2,000,000	6	" "	41-71	106 1/2	
U. S. Notes and Fractional Currency.....	395,177,113	6	" "	1891	110 1/2	.. — State Bonds proper.....	438,000	6	Jan. & July.	1883	106 1/2	
						.. — Interest Bonds of 1868.....	2,727,000	6	" "	1888	106 1/2	
						.. — Railroad Loans.....	13,112,000	6	" "	74-96	97 1/2	
						.. — South Pacific guar.....	1,589,000	7	" "	1876	79	
						.. — Hannibal and St. Joseph.....	3,000,000	6	" "	73-87	96 1/2	
						Nebraska—(No Debt).....	500,000	15	Jan. & July.	1872	101 1/2	
						Nevada—State Loan Bonds.....	899,200	6	" "	71-78	101 1/2	
						New Hampshire—War Loan of July 1, 1861.....	600,000	6	Mar. & Sept.	84-89	100	
						.. .. .. of Sept. 1, 1864.....	1,000,000	6	April & Oct.	71-74	100
						.. .. .. of Oct. 1, 1865.....	1,299,900	6	Jan. & July.	71-74	100
						New Jersey—War Loan of 1861 (free).....	1,002,900	6	" "	86-96	105	
						.. .. .. of 1863 (free).....	693,400	6	" "	97-02	105
						.. .. .. of 1864.....	1,478,000	7	" "	1877	108 1/2
						New York—Bounty Fund Stocks.....	21,089,000	7	" "	1877	108 1/2	
						.. .. .. Bonds.....	1,910,082	6	J. A. J. & O. plans.....	1878	108 1/2
						.. — General Fund Stocks.....	800,000	6	" "	1878	108 1/2	
						.. .. ..	348,000	5	" "	1875	106
						.. .. ..	900,000	6	J. A. J. & O.	1872	107 1/2
						.. — Canal Fund Stocks.....	2,257,900	6	" "	1873	107 1/2	
						.. .. ..	5,150,100	6	" "	1874	107
						.. .. ..	2,099,000	6	" "	1875	107
						.. .. ..	473,000	6	" "	1877	107
						.. .. ..	880,000	6	" "	1874	107
						.. .. ..	1,106,420	6	" "	1874	107
						North Carolina—State Bonds for R. R. (old).....	4,738,900	6	Jan. & July.	71-91	45 1/2	
						.. .. .. (old).....	3,639,400	6	April & Oct.	71-91	26 1/2
						.. — State Bonds for R. R. (new).....	2,626,000	6	Jan. & July.	92-98	26 1/2	
						.. .. .. (new).....	1,739,000	6	April & Oct.	92-98	26 1/2
						.. — Funding & c. Bonds of '66-'68.....	2,800,400	6	Jan. & July.	1899	35 1/2	
						.. .. ..	1,821,400	6	April & Oct.	1899	19 1/2
						.. — Special Tax Bonds.....	11,407,000	6	" "	1899	19 1/2	
						Ohio—State Loan (New York).....	1,234,317	6	Jan. & July.	1870	103 1/2	
						.. .. ..	1,600,000	6	" "	1875	103 1/2
						.. .. ..	4,095,329	6	" "	1881	105
						.. .. ..	2,400,000	6	" "	1886	106 1/2
						.. — Union Loan (Columbus).....	306,975	6	May & Nov.	1871	106 1/2	
						.. .. ..	176,156	7	Jan. & July.	74-84	106 1/2
						Oregon—Relief and Bounty Bonds.....	92,856	5	Feb. & Aug.	1872	102 1/2	
						Pennsylvania—Redemption Loan of 1867.....	4,731,300	6	" "	1877	105 1/2	
						.. .. ..	90,400	5	" "	1877	105 1/2
						.. .. ..	7,890,550	5	" "	1882	107
						.. .. ..	726,950	6	" "	1882	107
						.. .. ..	9,237,050	6	" "	1879	107
						.. — Inclined Plane Loan.....	400,000	6	April & Oct.	1871	100 1/2	
						.. — Military Loan.....	2,769,250	5	Feb. & Aug.	1882	104	
						.. — State Stocks (old).....	384,000	6	Feb. & Aug.	77-78	104	
						.. .. .. (old).....	3,377,000	5	Jan. & July.	1882	101 1/2
						.. .. ..	112,000	4 1/2	Mar. & Sept.	1882	101 1/2
						Rhode Island—War Bonds of 1862.....	1,100,000	6	Jan. & July.	1893	101 1/2	
						.. .. .. of 1863.....	756,000	6	April & Oct.	1883	101 1/2
						.. .. .. of 1864.....	239,000	6	Feb. & Aug.	1884	101 1/2
						.. .. ..	841,000	6	Jan. & July.	1870	101 1/2
						South Carolina—Fire Loan of Stock 1838.....	303,343	5	" "	1868	101 1/2	
						.. .. .. bonds (stg.).....	484,445	6	" "	74-78	76
						.. — Blue Ridge R. R. bonds of '64.....	970,000	6	" "	87-97	60	
						.. — State Capital bonds.....	1,967,738	6	J. A. J. & O.	1888	58	
						.. — Funded Debt of 1866 & coup.....	1,451,700	6	" "	1888	60	
						.. — Conversion Bonds of 1869.....	1,392,150	6	April & Oct.	1888	60	
						.. — Funding & Special Bonds '68.....	1,392,150	6	" "	1888	60	
						Tennessee—State Bonds proper.....	239,166	5 1/2	" "	1888	60	
						.. .. ..	1,706,000	6	Jan. & July.	long	75
						.. — Railroad Loans.....	24,008,500	6	" "	1888	60	
						.. — Railroad Endorsements.....	2,172,000	6	" "	1888	60	
						.. — Funding Bonds.....	4,069,563	6	" "	1888	60	
						Texas—No legal debt.....	1,025,000	6	June & Dec.	71-78	101	
						Vermont—War Loan Bonds.....	201,000	6	" "	71-78	101	
						.. .. .. Certificates.....	21,617,578	6	Jan. & July.	long	63
						.. .. .. coupon.....	11,108,000	6	" "	1888	60
						.. .. .. stg.....	1,865,000	6	" "	1888	60
						.. — Funding Stock of 1866.....registered	1,872,948	6	" "	1888	60	
						.. .. .. coupon.....	1,473,000	6	" "	1888	60
						.. .. .. (sterling).....	486,250	6	" "	1888	60
						West Virginia—Probably a third of the Debt of Virginia.....	104,800	6	Jan. & July.	77-88	101	
						Wisconsin—War Loan Bonds.....	104,800	6	" "	77-88	101	

State Securities, latest dates.

Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70
.. (extended).....	2,414,800	5	" "	83-86	70
.. (sterling).....	688,000	6	June 1.	1870	100
.. (" extended).....	82,500	6	Jan. & July.	1886	100
.. (" ").....	712,800	5	" "	1886	100
.. (new).....	1,316,700	8	" "	86-88	100
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54 1/2
.. (Aid R. R.).....	3,000,000	7	April & Oct.	1900	100
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112 1/2
.. 1860.....	138,500	7	" "	1880	100
.. — Relief Fund Bonds of 1863.....	424,500	7	" "	1883	100
.. — Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	100
.. — Central Pacific R. R. Loan of 1865.....	1,500,000	7	" "	1885	100
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	Jan. & July.	81-82	100 1/2
.. of 1863, (20s).....	5,927,000	6	April & Oct.	1883	100 1/2
.. of 1864, (10-20s).....	5,927,000	6	" "	1884	100 1/2
.. of 1865, (20s) free.....	5,927,000	6	" "	1885	100 1/2
.. (various) registered.....	867,500	6	Various.	Var.	100 1/2
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	1

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	96
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88 1/2
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River:						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	" "	1885	94 1/2	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
2d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	....
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95 1/2	1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	....
1st Mortgage, Eastern Ex.....	48,000	7	" "	" "	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	97 1/2
Special Bonds to State of Penn.	3,500,000	5	" "	" "	....	....	Burlington & Mo. Riv. in Neb:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	96
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.54..	1,306,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	" "	New York.	1875	96
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	89 1/2
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	" "	1889	96
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	....	" "	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota II. C.:						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	90
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1855, sinking fund.....	865,250	6	Jan. & July.	Baltimore.	1875	96 1/2	Central of New Jersey:						
Loan of 1850.....	579,500	6	" "	" "	1880	96	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	96 1/2	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	101 1/2
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87 1/2
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	100 1/2
Barclay Coal:							Income bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charlotte and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	" "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	" "	" "	1895	....
1st Mort. guar. by M.C.Co.gold.	150,000	6	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	500,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	90,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Cheapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1990	93
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " ") ..	186,500	6	" "	" "	1872	....
2d Mortgage (Camden and)	495,500	6	March & Sept.	Princeton.	1885	85	3d Mort. (" " ") ..	901,000	6	" "	" "	1884	....
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	" "	1887	82	Income.....	300,000	8	" "	" "	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by Stato.gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds..	248,000	6	" "	" "	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	" "	" "	'89-'90	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Cone. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1885	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	" "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	624,000	6	" "	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1883	10 1/2
1st Mortgage (new) for \$20,000,000	14,000,000	7	Jan. & July.	" "	1899	27							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7		New York.	18—	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1880	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar.....	691,700	7	Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	1st Mortgage skg fund, 1856.....	475,000	6	June & Dec.	Boston.	1876	92½
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	481,000	7	" "	" "	1876	....
1st Mortgage on 45 miles guar....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1879	....
Chicago and Northwestern:							Connecticut Western:						
Prof. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100	1st Mortgage.....	81,500	7		Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	" "	1883	92	Connecting (Philadelphia):						
1st Mortgage General (193 m.)...	3,592,500	7	Feb. & Aug.	" "	1885	98	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	Contoocook River:						
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....	1st Mortgage.....	30,000	6		Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	....	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	987,000	7	May & Nov.	" "	1875	....	Coun. Bluffs & St. Jo. (K.C'y, St. J.)						
Miss. Riv. Bridge (" ") 45m.	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line)...	138,000	7	" "	" "	1878	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mortgage (Peninsula).....	855,000	7	March & Sept.	" "	1898	....	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.)...	2,077,000	7	May & Nov.	" "	1915	92½	1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	825,000	10	" "	" "	1871	....	2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....	Cumberland Coal and Iron:						
2d Mort. (Mil. & Chi. R.R.) 40m.	182,000	7	March & Sept.	" "	1874	....	1st Mortgage of March 1865.....	803,500	6	March & Sept.	New York.	1891	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Chi. & Mil. R.R.) 85m	1,129,000	7	Jan. & July.	" "	1898	....	1st Mort. (George's Cr. assumed)	98,000	6	June & Dec.	" "	1881	....
1st Mort. (Bel. & Mad. R.R.) 46m.	354,000	7	" "	" "	1888	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	2d Mortgage.....	109,500	8	" "	" "	1908	....
Chicago, Pekin & Southwestern:							Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
1st Mortgage.....gold	25,000pm	7	Jan. & July.	New York.	1891	....	Danbury and Norwalk:						
Chicago, Rock Island and Pacific:							1st Mortgage of 1899.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1890	102½	1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
Chi. & Southwestern (C. & R. & Pac.):							Danv., Hazleton & Wilkesbarre:						
1st Mort. guar. and tax free, gold	5,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Chillicothe & Brunswick (N. Mo.):							Davenport and St. Paul:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Cincinnati, & Balt. (Mar. & Cin.):							Dayton and Michigan:						
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
3d Mortgage of 1867, skg fund...	282,000	8	June & Dec.	" "	1877	....	Dayton and Union:						
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-81	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Cincinnati and Indianapolis June:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Decatur & K. St. Louis (T. W. & W.):						
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....gold	20,000pm	7	March & Sept.	New York.	1901	....	Decatur, Sullivan and Mattoon:						
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware:						
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
2d Mortgage.....	65,000	7	" "	" "	1889	....	Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Stam. to Delmar) bonds	100,000	6	" "	" "	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	....	Delaware, Lackawanna & Western:						
1st Mort. (San. Day. and Cin.)...	988,000	6	Feb. & Aug.	Boston.	1900	77½	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	" "	1877	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875	....
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	99
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev. Col. and Cine. (C. C. & I.):							1st Mortgage (Land grant).....gold	2,500,000	7	May & Nov.	New York.	1897	....
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1871-84	....	Des Moines Valley:						
Clev. Col. Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mort. (C. U. and C. R. R.)...	365,000	7	June & Dec.	" "	1871-84	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
1st Mort. (Buff. and Ind. R.R.)...	646,000	7	Jan. & July.	" "	1870-95	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
Clev. Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev. Fainesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	....	1st Mortgage Funded Coupons.	625,525	7	Jan. & July.	" "	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	95	2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1866, (cond.)	1,916,639	6	" "	NY & Detroit.	1886	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Bonds of Sept. 3, 1866.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,353,000	7	May & Nov.	" "	1875	97	Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY & London.	1873	....
4th Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	84	Dollar (" ").....	51,000	7	" "	New York.	1873	....
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	" "	1900	96	Detroit, Mon. & Tol. (M.S. & N.L.):						
Cleveland & Toledo (L.S. & M. So.):							1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	....
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	101½	Detroit and Pontiac (Det. & Mil.):						
2d Mortgage of 1866.....	864,000	7	April & Oct.	" "	1886	....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
1st Mort. (June R. R.).....	115,000	7	June & Dec.	" "	1872	....	1st Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
Colebrookdale:							2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1885	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	Dixon, Peoria & Han. (C.B. & Q.):						
Columbia and Augusta (C. U. & A.):							1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dubuque, Bellevue and Miss.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
1st Mortgage Consol. skg fund...	15,000,000	7	April & Oct.	New York.	1908	89	Dubuque Southwestern:						
2d Mortgage Consol. skg fund...	5,000,000	7	Jan. & July.	" "	1909	69½	1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Columbus & Ind. Cen. (C.C. & L.C.):							1st Mortgage.....	450,000	7	April & Oct.	" "	1883	....
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	....	Dunkirk, Warren and Pittsburg:						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883		1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	
1st Mortgage (construction).....	600,000	7	" "	" "	1894		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed.....	376,765	7	" "	" "	'81-'86	
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	
2d Mortgage.....	35,000	8	" "	" "	1873		Hackensack & New York (Erie):						
East Pennsylvania (Ph. & R.R.):							1st Mortgage.....	6,000	7	Jan. & July.	New York.	1872	
1st Mortgage, guar. S.R. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888		Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876		1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	88
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. s.R. fund.....	3,500,000	7	Jan. & July.	New York.	1900		1st Mortgage guaranteed.....	5,000pm	7	Jan. & July.	New York.	1890	
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	90 1/2
Loan of 1892, sterling.....	383,000	6 1/2	Jan. & July.	London.	1872		Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	
Loan 1884, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	99 1/2	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	
Loan of 1885.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	
Loan of 1888.....	1,000,000	6	March & Sept.	" "	1888		Five years' notes.....	1,024,300	8	" "	" "	1875	
Loan of 1899.....	500,000	6	May & Nov.	" "	1889	97 1/2	Fifteen years' bonds.....	1,209,500	8	" "	" "	1885	104 1/2
Knox Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876		1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	
1st Mortgage.....	400,000	7	Jan. & July.	Baltimore.	1880		Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	
2d Mortgage.....	180,000	7	April & Oct.	" "	1886		Convertible Mortgage.....	5,000	7	Jan. & July.	" "	1888	
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	1st Mortgage of Jan. 1, 18'0	4,000,000	7	Jan. & July.	New York.	1890	
Income Mortgage.....	570,000	6	May & Nov.	" "	1872		Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "			1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	101 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879		Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	16	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	89 1/2	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
5th Mortgage convertible.....	925,400	7	June & Dec.	" "	1888		Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	180,400	6 1/2	Jan. & July.	" "	1891		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875		Hempstead:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893		2d Mortgage.....	500,000	7	Feb. & Aug.	" "	1885	
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	
Bigor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6 1/2	Jan. & July.	N. Y. & Lond.	1898		Houston and Texas Central:						
1st m. R.R. & L'n (B to Win. 45 m)	2,000,000	6 1/2	" "	" "	1899		1st Mortgage L.G. s.R. fund, gold	3,400,000	7 1/2	Jan. & July.	New York.	1891	
Evansville and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889		1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	" "	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
1st Mort. (Rockville Extension).....	160,000	7	Feb. & Aug.	" "	1881		3d Mortgage.....	180,000	7	May & Nov.	" "	1875	
Consolidated Mortgage.....							Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
1st Mortgage of July 1, 1887.....	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1896	47 1/2
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7 1/2	April & Oct.	New York.	1875	106
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		1st Mortgage Construction.....	332,000	6 1/2	" "	" "	1875	
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880		Redemption, sterling.....	5,500,000	6 1/2	" "	London.	1890	
1st Mortgage L. G., 2d mort.....	318,000	7	Jan. & July.	" "	1887		Illinois & South Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888		Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7 1/2	Jan. & July.	N.Y. & Lond.	1900	
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		Indianapolis, Blooming. & West:						
Fonds, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7 1/2	April & Oct.	New York.	1900	
1st Mortgage.....	300,000	7	" "	New York.	1889		2d Mortgage.....	1,500,000	8	" "	" "	1890	
Fr. W. Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	
Fr. W. Muncie & Cin. (P. W. J. & S.):							1st Mortgage (J. C. & I.) 179 m	2,770,000	7	Feb. & Aug.	" "	1897	
1st Mortgage guaranteed.....	1,800,000	7 1/2	Jan. & July.	New York.	1889		1st Mortgage (J. C. & I.) 179 m	1,566,000	7	June & Dec.	" "	1899	
Galeana & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100 1/2	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884		1st Mortgage.....	1,500,000	7 1/2	Jan. & July.	New York.	1888	
Georgia:							Indianapolis & Madison (J. M. & I.):						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	
Green and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	
1st Mortgage guar half yr.....	4,000,000	7 1/2	Jan. & July.	New York.	1897		Ionis & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7 1/2	April & Oct.	" "	1899		1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	
Grand Trunk (Can.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	
1st Preference Bonds £2,703,325.	13,516,625	5 1/2	Jan. & July.	London.			Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,204.	8,051,320	4 1/2	" "	" "			1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	
3d Preference Stock £758,510.	3,792,550	4 1/2	" "	" "			Iowa Midland (C. & N. W.):						
4th Preference Stock £557,210.	2,785,055	4 1/2	" "	" "			1st Mort. of Aug. 1, 1870 guar.....	18,000pm	8	Feb. & Aug.	New York.	1900	
Equipment Bonds £610,480.	3,062,400												

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1886.....	\$2,107,000	7	April & Oct.	New York.	1906	1st Mort. of 1858.....	\$963,000	6	April & Oct.	Philadelphia.	1872		
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" " "	" " "	1910	1st Mort. of 1868 (comp. & reg.).....	3,243,000	6	June & Dec.	" " "	1898	96	
1st Mortgage (Ind. & Mad. Guar.)	847,000	7	May & Nov.	" " "	1882	1st Mort. of '70 (reg. for \$6,000,000)	1,050,000	7	" " "	" " "	1900	96	
2d Mortgage (Jeffersonville).....	395,000	7	April & Oct.	" " "	1873	1st Mort. (Hazleton R.R. of 1862)	132,000	6	April & Oct.	" " "	1872		
Louisville Loan (Jefferson R.R.)	74,000	6	" " "	" " "	1882	Lewey's Island (S. C. & F.):							
Joliet and Chicago (C. & Alton):						1st Mortgage (Calais Loan):	130,000	6	June & Dec.	Calais.	1876		
1st Mortgage sfg fund guar.....	410,000	8	Jan. & July.	New York.	1882	Little Miami & Colum. & Xenia:							
Joliet & Northern Ind. (Mich. C.):						1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883		
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1870		
Junction (Cin. & Indianapolis):						1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage (D. & W'tn.).....	275,000	7	Jan. & July.	" " "	1905		
2d Mortgage.....	800,000	7	March & Sept.	" " "	1893	1st Mortgage (").....	433,000	6	" " "	" " "	1905		
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" " "	1884	Little Rock and Fort Smith:							
Junction, Philadelphia:						1st Mortgage for \$3,500,000. gold		6	Jan. & July.	Boston.	1899		
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	Little Rock, Pine Bluff & N. O.:		7	" " "	New York.	1889		
2d Mortgage.....	300,000	6	April & Oct.	" " "	1900	1st Mortgage.....gold							
Junction and Breakwater:						Little Schuylkill (P. & Rdg.):	783,000	7	April & Oct.	Philadelphia.	1877		
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	Logansport, Crawf. & S'wain Ind.:	1,500,000	8	J. A. J. O.	New York.	1890		
Kalam. Alleg. & Gr. R. (L.S. & M.S.):						1st Mortgage.....gold							
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	Long Branch and Sea Shore:	200,000	6	Jan. & July.	New York.	1889		
Kalamazoo, & S. Haven (M. Cen.):						Long Island:							
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875		
Kalam. & Three Riv. (L.S. & M.S.):						1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" " "	1890		
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	" " "	1893		
Kalam. & W. Pigeon (L.S. & M.S.):						General Mortgage of 1869.....	775,000	8	" " "	" " "	1899		
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	Louisville & Miss. Riv. (Ch. & Al):							
Kansas City and Santa Fe:						1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889		
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	Louisville, Cin. and Lexington:							
Kan. City, St. Jo. & Coun. Bluffs:						1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897		
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N. Y. & Bost'n.	1890	2d Mortgage (general).....	1,000,000	8	April & Oct.	" " "	1900		
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" " "	1880	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	" " "	1881		
2d Mort. (").....	150,000	10	" " "	" " "	1872	Louis. Loan (").....	100,000	6	" " "	" " "	1881		
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" " "	1892	1st Mort. (Lex. & Frankfort)...	25,000	6	" " "	" " "	1874		
2d Mort. (")	539,500	8	June & Dec.	" " "	1874	Louisville and Nashville:							
1st Mort. (Mo. Valley 61 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877		
1st Mort. (").....	1,500,000	7	" " "	" " "	1893	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" " "	86-'87		
Kansas Pacific (U. Pac. E. D.):						Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" " "	1887		
1st Mort. on R.R. 140 m.....gold	2,240,000	6	Feb. & Aug.	New York.	1896	1st Mortgage (Memphis Br.)...	197,000	7	" " "	" " "	71-'76		
1st Mort. on R.R. 254 m.....gold	4,063,000	6	June & Dec.	" " "	1896	1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" " "	1870		
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" " "	1896	1st Mort. (Lebanon Br. Ext.)...	98,000	7	May & Nov.	" " "	80-'86		
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" " "	71-'76	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	" " "	1893		
1st M. on R.R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	" " "	1899	Consolid. mort. of April 1, 1868..	5,500,000	7	" " "	" " "	1898		
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" " "	1880	Lowell & Lawrence (B. & L.):							
2d M. (U.S. Subsidy) on 394 m.	6,303,000	6	" " "	" " "	95-'97	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878		
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" " "	1916	Macon and Brunswick:							
Kent County (Del.):						1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90		
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" " "	1889		
Kentucky Central (Cov. & Lex.):						3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" " "	1890		
1st Mortgage March 1862.....	123,000	7	March & Sept.	New York.	1872	Equipment Mortgage.....	150,000						
2d Mortgage March 1863.....	844,000	7	" " "	" " "	1883	Macon and Western:							
3d Mortgage June 1865.....	237,000	7	June & Dec.	" " "	1885	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880		
Keokuk, Iowa City and Minn.:						Madison and Portage:							
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	1st Mortgage.....	450,000	7	April & Oct.	New York.	1875		
2d Mortgage.....	5,000pm	7	" " "	" " "	1891	Maine Central:							
Keokuk and St. Paul (C.B. & Q.):						Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	90-'91		
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" " "	1871		
Lackawanna and Bloomsburg:						Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	" " "	1898		
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	Mort. (Ext.) for \$500,000.....gold	112,000	6	April & Oct.	" " "	1900		
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	1st Mort. (Bto P. & Ken.) exch. 7s	577,000	6	" " "	" " "	1872		
2d Mortgage.....	500,000	7	April & Oct.	" " "	1880	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	" " "	1870		
2d Mortgage (Extension).....	200,000	7	May & Nov.	" " "	1890	Mansfield & Framingham (B.C. & F.)							
Income Mortgage.....	200,000	10	Jan. & July.	" " "	1871	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1859	95	
Income Mortgage.....	79,335	7	April & Oct.	" " "	1871	Marietta and Cincinnati:							
La C. Trempeal & Pres. (C. & N.W.):						1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891		
1st Mortgage, guaranteed.....	800,000	7	" " "	New York.		2d Mortgage Dollar.....	2,454,528	7	" " "	Baltimore.	1891	96	
Lafayette, Bloomington & Miss.:						2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1896	86	
1st Mortgage.....	1,300,000	8	" " "	New York.		3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	" " "	1890	79	
Lafayette, Muncie & Blooming:						1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896		
1st Mortgage.....	1,500,000	8	" " "	New York.		Baltimore Loan to Union R. R.:	20,000	7	" " "	Baltimore.			
Lake Erie and Louisville:						Marietta and Pittsburg:							
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1896	1st Mort. of Aug. 1, 1869.....gold	14,000pm	7	Feb. & Aug.	Philadelphia.	1895		
Lake Shore & Michigan So.:						Marquette and Ontonagon:							
Sunbury P'ds (CP & ARR 96 1/2 m)	500,000	7	Jan. & July.	New York.	1874	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875		
Regia Bonds (").....	1,000,000	7	" " "	" " "	1880	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885		
3d Mortgage (").....	1,000,000	7	April & Oct.	" " "	1892	2d Mortgage.....	150,000	6	June & Dec.	" " "	1889		
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" " "	" " "	1899	Memphis and Charleston:							
S. Fund Bonds (L.S. & M.S. 0.13m)	2,000,000	7	" " "	" " "	1890	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880		
Consol. M. reg. (").....	597,000	7	J. A. J. & O.	" " "	1879	2d Mortgage.....	1,000,000	7	Jan. & July.	" " "	1885		
Consol. M. coup. (").....	65,000	7	Jan. & July.	" " "	1900	Tenn. Loan.....	1,817,987	6	" " "	" " "	1890		
1st Mort. (M.S. & N. In. R.R. 52 1/2 m)	5,285,000	7	May & Nov.	" " "	1885	Memphis and Little Rock:							
2d Mort. (").....	2,685,000	7	" " "	" " "	1877	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890		
1st Mort. (Junc. R.R. 49 1/2 m.)...	115,000	7	June & Dec.	" " "	1872	Ark. State Loan.....	900,000	7	Jan. & July.	" " "	1890		
S. Fund (Clev. & Tol. R.R. 162 1/2 m)	2,014,000	7	Jan. & July.	" " "	1885	Memphis and St. Louis:							
M. of '66 (").....	864,000	7	April & Oct.	" " "	1886	1st Mort. (R. R. & 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901		
Mort. Bonds (Buff. & E.R.R. 58m)	22,000	7	June & Dec.	" " "	1870	Michigan Air Line (Mich. Cen.):							
Mort. Bonds (").....	100,000	7	May & Nov.	" " "	1873	1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889		
Mort. Bonds (").....	200,000	7	Jan. & July.	" " "	1882	1st Mort. 11 miles, assumed.....	200,000	8	" " "	" " "	1889		
Mort. Bonds (").....	300,000	7	March & Sept.	" " "	1886	Michigan Central:							
Mort. Bonds (").....	3,000,000	7	April & Oct.	" " "	1890	1st Mortgage, sterling.....	487,489	6	Jan. & July.	London.	1872		
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	" " "	1876	1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882		
1st Mort. (Kal. & W.P. R.R. 37 m)	400,000	7	Jan. & July.	" " "	1890	1st Mortgage, sinking fund.....	2,591,500	8	" " "	" " "	1882	120	
1st Mort. (S. & Three Riv. R.R.)...	100,000	8	" " "	" " "	1887	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	" " "	1886		
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" " "	" " "	1888	2d Mort. (").....	500,000	8	April & Oct.	" " "	1882		
1st Mort. (Kal. All. & Gr. R. R.R.)	840,000	8	" " "	" " "	1888	1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889		
1st Mort. (Jamestown & Frank.)	500,000	7	" " "	" " "	1894	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	" " "	New York.	1889		
2d Mort. (").....	500,000	7	June & Dec.	" " "	1894	2d Mort. (").....	70,000	8	Feb. & Aug.	" " "	1890		
Lake Superior & Mississippi:						Michigan Southern & North. Ind.							
1st M.R.R. lands, etc., S.F. free. gold	4,500,000	7	Jan. & July.	New York.	1899	1st Mortgage, Sinking Fund....	5,250,000	7	May & Nov.	" " "	1885	104	
Lawrence (P. Ft. W. & Chi.):						2d Mortgage.....	2,693,000	7	" " "	" " "	1877	99	
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Pittsburg.	1896	Middletown, Unionville & W. Gap:							
Leaven, Lawrence & Galveston:						1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890		
1st Mort. July 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899								
Lehigh and Lackawanna:													
1st Mortgage (tax free).....	300,000	7	Feb. & Aug.	Philadelphia.	1897								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$800,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	93	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107	New H. Middle'n & Williaman..						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	96	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....		6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1888.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold		7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000,000	7*	"	"	1900	....	New London Northern:						
Land Mort. (259,000 acres).....gold	1,179,500	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	1st Mortgage, Extended.....	37,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1886....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton-Rouge & Vicksburg:						
Consolidated Mortgage of 1886....	1,179,500	8	March & Sept.	"	81-93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,005pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North..						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1866..gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold		7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,600,000	7*	"	"	1890	....
1st M. RR & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebbo & Nesho)S.F., gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m..gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m..cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1899.....	5,000,000	10	Jan. & July.	New York.	1899	100	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	....	New Orleans and Selma:						
Missouri Valley (K.U.S.J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
" " " " " " " " " " " " " "	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
2d Mortgage, endor. ed by Ala..	199,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	35,500	7	"	"	....	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1893.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	91
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	"	1885	....
" " " " " " " " " " " " " "	803,700	8	"	"	1878	....	3d Mort. (" ").....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	Conv. B'ds (" ").....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	755,000	6*	"	"	1883	....	New York and Fort Lee (Erie):						
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Erie):							New York & Flushing (F. & N.S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery and Rufala:							New York and Harlem:						
1st Mortgage of 1896, endorsed.	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	4th Mortgage of 1881.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wtn)							Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	1876	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	"	1889	....
Income Mortgage.....	594,900	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
1st Mortgage Sterling \$181,400..	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	1st Mortgage.....	80,000	6	"	"	1878	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	Niles and New Lisbon:						
Muscantine (South-Western):							1st Mortgage.....	500,000	7	"	"	1889	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Norfolk County (B. H. & Erie):						
Nashville and Chattanooga:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....	Norfolk & Petersburg (A.M. & O.):						
1st Mortgage not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	1st Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan (Jasper Br.)...	240,000	6	"	"	1900	....	2d Mortgage for \$500,000.....	416,000	8	"	"	1893	....
Nashville and Decatur:							North Carolina:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Bonds of 1871.....	3,094	6	Jan. & July.	Shops, N. C.	1871	....
2d Mortgage.....	600,000	6	"	"	1870	....	Bonds of 1865-72.....	25,500	7	"	"	1872	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	Bonds of 1879-'98.....	266,500	8	"	"	79-'98	....
Consol. for \$2,100,000 at 70rd gold		7	"	"	1901	....	North Eastern:						
National (N. Jersey):							1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage for \$7,300,000.....		7	"	"	1901	....	2d Mortgage.....	69,500	7	"	"	1868	....
Naugatuck:							General Mortgage 1st Preference	773,000	7	"	"	1890	....
1st Mortgage, of 1856.....	125,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1889	....
							Funded Interest.....	117,495	7	"	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
North Missouri:							Pemberton & N. York (N.J.S.):							
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	84	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (U. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	96
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):							
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	102	1st Mortgage.....gold	1,800,000	7	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	....	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	99	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96	
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	92	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (O.R. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6	"	"	1900	92	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:							
1st Mort. on R.R. & lands.....gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):							
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	81
3d Mortgage (")	140,000	6	"	"	1885	90	Perth Amboy and Woodbridge:							
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	"	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	"	79-'98
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyaek and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):							
1st Mortgage (assumed) sterling	150,000	6	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881	92
1st Mortgage (") dollar.....	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	88
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie.)	1,000,000	6	April & Oct.	"	1877	....
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist.:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:							
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	100	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Debenture Loan of 1868.....	1,121,000	6	"	"	1893	....
2d Mortgage, (W. Div.) conv.....	534,000	7	"	"	1874	....	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1867, conv.....	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106	
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87	Sterling Loan of 1836.....	268,000	7	"	"	"	72-'77	
1st Mortgage.....	590,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	519,000	7	"	"	1888	....	Plain Bonds.....	400,000	8	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	....	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	....	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	83
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	....	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.).....	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bond.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:							
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106	
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	86	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912
Va. State Loan.....	249,962	7	"	"	1893	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912
Oase Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912	100
Oswego and Rome (R. W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	"	1912
Oswego and Syracuse D.L. & W.:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	"	1912
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-'80	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	"	1912
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1912	94
Ottawa, Osw. & Fox R.V. (C.B. & A.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	"	1876
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	"	1874
Owensboro' and Russellville:							Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	"	1877
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869.....	1,800,000	7	May & Nov.	New York.	1899	....
1st Mort., construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage.....gold	7,000,000	7	Jan. & July.	"	1880	100	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
St. Louis County Loan.....	700,900	6	Feb. & Aug.	"	71-'73	Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1896	
Panama:							Portland loan.....	100,000	6	"	"	
Sterling Bonds £152,775 at 4.85..	7													

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			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	506,000	6	March & Sept.	"	1889	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G.F. Br.) assumed.	125,000	7	Jan. & July.	"	1891	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	....	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,800	6	May & Nov.	N. Y. & Rich.	'75-'90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	Feb. & Aug.	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. E.R. Co.	129,000	6	"	"	'71-'76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	"	New York.	1890	....
Rich., Fredericksburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	5*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,459	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,830	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottav. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Roma, Watertown & Ogden, b.:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potdam & Watert.)....	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	....	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	....	Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	100	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,732	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. ".....	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	....	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. RR. lands of M'y 14, '70, free	6,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Cen.):							South Shore (Mass.):						
1st Mortgage, \$6,000 to 600.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	100	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)....	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)....	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)....	1,700,000	7	"	"	1884	78	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	91	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	....	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (P. & M.):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	7*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F. guaranteed....	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F. guaranteed....	2,600,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	350,000	7	"			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	80	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	86½	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
Equipment sinking fund	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1900	96½	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1900	....	1st M. L. G., stg. conv. £800,000.	.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	92	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)	1,600,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	85	Williamston and Tarboro:						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	....	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	86½	Wilm. Charlotte & Rutherford:						
Troy and Boston:							1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.)							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	380,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	89½	2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	83½							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (D. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U.S. subsidy).....	1,600,000	6	Jan. & July.	"	1896	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	95
Union Pacific—E. D. (see K. Pac.)							Chesapeake and Ohio:						
1st M.R.R. 342m. & 1,800,000 acres	4,145,000	6*	Jan. & July.	New York.	1869	....	Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union and Titusville:							Sterling Loan guaranteed	4,375,000	5*	"	Baltimore.	1890	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Utica and Black River:							Delaware Division (L.C. & W.):						
1st Mortgage, July 1888	150,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Vermont Central:							Delaware and Hudson:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87½	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
2d Mortgage.....	1,500,000	7	"	"	1881	41½	Mortgage bonds of 1870, tax free	2,500,000	7	Jan. & July.	"	1884	....
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	Delaware and Haritan (See Cam						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	102½	den and						
Stanstead, Shefford & Cham. b'ds	1,000,000	8	Jan. & July.	"	....	83	Erne of Pennsylvania:						
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	....	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Vermont and Massachusetts:							Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1888	....	Lehigh Coal and Navigation:						
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
Vermont Valley (Vt. Central):							Mortgage Loan	2,000,000	6	"	"	1897	92½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	....
1st Mortgage.....	114,000	6	"	"	1860	....	Gold Loan.....	980,000	6*	"	"	1894	91½
1st Mortgage.....	293,200	6	"	"	1869	....	Convertible Loan.....	1,996,879	6	"	"	1877	83
Vicksburg and Meridian:							Monongahela Navigation:						
General Mort., 1st series (red)...	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 3d series (black).....	154,000	7	"	"	1890	....	Morris (and Banking):						
" " (not endorsed).....	1,263,000	7	April & Oct.	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1876	....
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	2d Mortgage.....	285,000	6	"	"	1876	....
Vineyard:							Boat Loan, sinking fund.....	286,965	7	"	"	1885	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Dividend Scrip.....	103,164	7	— & —	"	....	....
Virginia Central see "Ches. & O."							Pennsylvania:						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	....	Schuylkill Navigation:						
2d Mortgage.....	4,000	6	"	"	1869	....	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	80
3d Mortgage.....	900,000	6	"	"	1884	....	2d Mortgage.....	4,000,670	6	Jan. & July.	"	1882	80½
Income Mortgage.....	138,500	6	"	"	1886	....	Plain Bonds.....	171,354	6	"	"	1876	....
4th Mortgage.....	846,000	8	"	"	1900	87½	Improvement bonds.....	305,500	6	May & Nov.	"	1870	....
Registered Certificates.....	116,129	8	"	"	1880	....	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Interest Funding Bonds.....	204,200	8	"	"	1880	....	Boat and Car Loan 1864.....	623,650	7	"	"	1889	....
Walkill Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1884	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	68
Ware River (N. & N.):							2d Mortgage.....	700,000	6	"	"	1885	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage stg.....	872,667	6*	"	London.	1878	....
Warren (D. L. & W.):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	97,610	6	Jan. & July.	Baltimore.	1894	....
Warwick Valley (Erie):							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	3d Mortgage.....	436,333	6	"	London.	1878	....
Washington and Ohio:							Union:						
1st Mortgage 1868 for \$3,000,000.	.....	7	May & Nov.	New York.	1898	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	West Branch and Susquehanna:						
Sinking Fund.....	796,900	7	"	"	1880	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Westchester and Philadelphia:							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	3d Mortgage.....	13,000	6	"	"	1868	....
2d Mortgage (8% compromised)...	557,400	6	April & Oct.	"	1878	....	Wyoming Valley (Penna.):						
Western Alabama:							1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....						
1st Mortgage (before consolid.)...	900,000	8	"	"	1888	....	MISCELLANEOUS.						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	American Dock & Improvement:						
Western (B. & Albany):							1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Sterling Bonds.....	1,619,520	6*	April & Oct.	London.	1871	....	Consolidated (Md.) Coal:						
Albany Loan (A. & W. Stebbage)	600,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	100	Pennsylvania Coal:						
Western Maryland:							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
1st Mortgage.....	800,000	6	Jan. & July.	Baltimore.	1890	....	Long Dock:						
2d Mortgage preferred.....	800,000	6	"	"	1890	61	Mortgage Bonds, guaranteed ...	2,600,000	7	June & Dec.	New York.	1872	92
Bonds endorsed by Balt.....	800,000	6	"	"	1890	....	Mariposa:						
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Western North Carolina (E.D.):							2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	Quicksilver:						
Western Pennsylvania (Penn.):							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
1st Mortgage (E. Div.) guar.....	400,000	6	April & Oct.	Philadelphia.	1893	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....	Western Union:						
							1st Mortgage (S. F.) convertible.	4,584,000	7	May & Nov.	New York.	1875	....
							2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained.")

Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.										
Property and Assets.			Liabilities.			Operations.				
Railroad.			Stocks.			Trains Moved.			Carried one mile.	
Rolling Stock.			Bonds.			Passengers.			Freight.	
Assets.			Accounts.			Surplus Income.			Dividends.	
Accounts and Cash.			Stocks.			Accounts.			Net.	
Accounts and Cash.			Stocks.			Accounts.			Gross.	
Accounts and Cash.			Stocks.			Accounts.			Earnings.	
Accounts and Cash.			Stocks.			Accounts.			Value of Shares.	
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Accounts and Cash.										

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND

Years ending	Length in eq. single track	Horses and Dummies	Cars	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares			COMPANIES	Amount outstanding	Rate	Payable	Maturity	Price
							Bonded Debt	Floating Debt	Gross	Net	Paid	Unpaid	Par	Paid	Market						
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		87,061	22,598	5	100	100		Albany: 1st Mortgage.....	40,000	7	J. & J.	18	...	
Sept. 30, '70	0.96			Albany st. Freight (B'ton) Mass.	47,765	75,000		1,136	2,654	567		100	100		Bleeker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1872	...	
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,733	1,886		100	100		Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	...	
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	1,975,049	900,000	694,000	29,500	480,046		6	100	100	224	Broadway and 7th Avenue: 1st Mortgage.....	500,000	7	J. & D.	1884	...	
Sept. 30, '70	22.00	412	53	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			316,259	54,828		100	100		Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18	...	
Sept. 30, '70	8.36			Boston and Chelsea..... Mass.	110,000	110,000			4,400	4,004	4	100	100	381	Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882	...	
Sept. 30, '70	2.75			Boston & West Roxbury Mass.	41,000	41,000						100	100		Bklyn City, Hun. Pt. & P.P.: 1st Mortgage.....	379,000	7	M & N	1878	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J. & J.	1890	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1876	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J. & J.	18	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Buffalo street: 1st Mortgage.....	341,500	7	J. & D.	1881	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92 1/2	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Central Park, N. & E. River: 1st Mortgage.....	626,000	7	J. & J.	1874	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J. & J.	1879	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J.	1873	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		D. Dock, E. B'w. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Eighth Avenue (N.Y.): 1st & 2nd Mortgage.....	203,000	7	J. & J.	18	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		42d St. & 63d St. Ferry (N.Y.): 1st Mortgage.....	160,000	7	J. & J.	1873	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Frankford and Southwark: 1st Mortgage.....	187,500	7	J. & J.	1877	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Germantown: 1st Mortgage.....	250,000	7	J. & J.	1877	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1878	89 1/2	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Grand st. and Newtown: 1st Mortgage.....	90,000	7	J. & J.	18	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Harl. Br. Morris' & Ford's: 1st Mortgage.....	136,000	7	J. & J.	1877	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Hestonv. Mantua & Fairm.: 1st Mortgage.....	25,900	7	J. & J.	1874	89 1/2	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J.	1883	78 1/2	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Lynn and Boston: 1st Mortgage.....	50,000	7	J. & J.	1886	74 1/2	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Malden and Melrose: 1st Mortgage guaranteed.	45,872	6	A. & O.	1880	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Middlesex (Boston): 1st Mortgage sinking fund	100,000	6	J. & D.	1884	87	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Ninth Avenue (N.Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Orange and New York: 1st Mortgage.....	100,000	6	J. & J.	1880	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		1st Mort. Broad street.....	100,000	6	J. & J.	1881	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		1st Mort. O. & N. R. R.....	300,000	6	J. & J.	1883	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		2d Mort. O. & N. R. R.....	100,000	6	J. & J.	1883	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881	85 1/2	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Philadelphia and Darby: 1st Mortgage.....	57,000	7	M & N	1887	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Pittsb. Alleghy & Manch.: 1st Mortgage.....	23,000	7	A. & O.	1874	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Quincy: 1st Mortgage.....	64,424	6	var	var	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Plain bonds.....	45,300	7	J. & J.	1880	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Ridge Av. and Manayunk: 1st Mortgage.....	15,000	6	J. & J.	1880	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Salem: 1st Mortgage.....	35,000	6	J. & J.	18	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Second Avenue (N.Y.): 1st Mortgage.....	100,000	7	J. & J.	1877	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		2d Mortgage.....	83,700	7	J. & J.	1878	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Sixth Avenue (N.Y.): 1st Mortgage.....	250,000	7	J. & D.	1877	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Syracuse and Geddes: 1st Mortgage.....	25,000	7	J. & J.	18	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Third Avenue (N.Y.): 1st Mortgage.....	600,000	7	J. & J.	1876	...	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100		Troy and Lansingburg: 1st Mortgage.....	85,000	7	A. & O.	1879	...	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	1								

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire* guaranteed.	600,000	7	7	...
Blossburg and Corning, guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,840,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,895	7	7	70
Catawissa* pref. and guar.	2,200,000	7	7	98
Cayuga and Susquehanna* guar.	589,110	9	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	29
Chemung* guar.	380,000	8	8	...
Cheshire, preferred.	2,017,815	7	3	86
Chicago and Alton, pref.	2,425,400	7	10	124
Chicago, Iowa and Nebraska* guar.	2,600,000	10	...	...
Chicago and Northwestern, pref.	20,370,293	7	7	91
Cleveland and Mahoning, guar.	2,050,000	7	7	...
Cleveland and Toledo* guar.	6,250,000	3	...	...
Coecho, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	...
Delaware* guaranteed.	594,261	6	6	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,303	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	...
Elmira and Williamsport* guar.	500,000	5	5	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	90
Erie, preferred.	8,536,910	7	7	60
Evansville and Crawfordville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	7	85
Harrisburg and Lancaster* guar.	1,182,550	7	7	...
Houston, preferred.	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	25
Joliet and Chicago* guar.	1,500,000	7	7	...
Joliet and Northern Indiana* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington* guar.	...	5	...	...
Little Schuylkill* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...
" " 2d pref.	4,051,744	6	...	...
Manchester and Lawrence* guar.	1,000,000	10	10	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	...
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	8	128
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, guar.	3,500,000	7	7	79
Paterson and Hudson* guar.	630,000	8	8	...
Paterson and Ramapo* guar.	248,000	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	...	...
Philadelphia and Erie.	5,996,700	10	10	...
Philadelphia and Reading, pref.	1,551,800	...	...	...
Philadelphia and Trenton* guar.	1,099,720	...	...	...
Pittsfield and North Adams* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	204,000	6	6	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*.	557,560	7	7	...
Rutland, preferred.	...	7	7	94
St. Louis, Alton and T. H., pref.	2,040,000	6	6	80
Sandusky and Cincinnati, pref.	445,518	6	6	...
Schuylkill Valley* guar.	578,630	5	5	...
Shamokin Valley & Pottsville* guar.	869,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...
" " (K. D.) pref.	1,700,000	7	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush* guar.	274,000	7	7	...
Vermont and Canada* guar.	2,400,000	8	8	...
Warren* guar.	1,408,300	7	7	...
White Mountains* guar.	200,000	5	5	...
Wright* York & Gettysburg* pref.	317,050	...	...	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	85
Union, preferred.	...	8	...	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	5,774,400	7	7	61

WHOLESALE PRICE CURRENT.

IRON.—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton 83	@ 36 50
Pig, American, No. 1.....	80	@ 37
Pig, American, No. 2.....	84	@ 35
Pig, American, Forge.....	83	@ 34
Bar, Refined, English and American.....	76	@ 77
Bar, Swedes, assorted sizes.....	(gold) 85	@ 100
Sheet Prices:		
Bar, Swedes, ordinary sizes.....	107 50	@ 120 50
Bar, Refined.....	82 50	@
Bar, Common.....	—	@
Scroll.....	102 50	@ 132 50
Ovals and Half-round.....	100	@ 125
Band.....	—	@ 97 50
Horse Shoe.....	97 50	@ 102 50
Rods, 1½ to 1½ inch.....	87 50	@ 122 50
Hoop.....	105	@ 147 50
Nail Rod.....	per lb.	@
Sheet, Russia, as to No.'s.....	131	@ 13
Sheet, Single D. and T. Common.....	44	@ 51
Rails, English.....	(gold) per ton 87	@ 58
Rails, American, at Works in Penna. c'y.....	69	@ 71
Anvils, (Eagle).....	per lb. currency.	8

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.) English, Cast. (2d and 1st quality) per lb. — 15 @ — 18 English Spring (2d and 1st quality) — 7 @ — 10 English Blister (2d and 1st quality) — 10 @ — 17 English Machinery — 11 @ — 13 English German (2d and 1st quality) — 10 @ — 12 American Blister "Black Diamond" — 12 @ — 12 American, Cast, Tool, do. — 15 @ — 16 American, Spring, do. — 9 @ — 11 American Machinery do. — 10 @ — 11 American German do. — 9 @ — 11

NAILS.—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.) Cut, 10d. @ 60d. per 100 lb 4 35 @ — — Cut Spikes, all sizes..... 4 50 @ — — Clinch..... 5 75 @ — — Horse Shoe, Forged (No. 10 to 5)..... per lb. — 19 @ — 31 Copper..... 36 @ — 38

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val. Banca..... (gold) per lb. — 40 @ — 41 Straits..... (gold) — 36 @ — 36 English..... (gold) — 35 @ — 35 Plate—Fair to good brands. — Gold. — Currency. I. C. Charcoal..... per box 8 62 @ 9 — 10 25 @ 10 75 I. C. Coke..... 7 50 @ 8 50 9 — 10 — 10 Coke Terne..... 6 25 @ 7 50 7 25 @ 9 — Charcoal Terne..... 8 — @ 8 50 9 50 @ 10 —

PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon. Crude, 40 @ 48 gravity (in bulk) per gall. — 13½ @ — 14 Crude, 40 @ 47 gravity (in shipping order) — 12 @ — 18 Refined, Standard White (in ship's order) — 24½ @ — 24½ Refined, prime White (in shipping order) — 24 @ — 25 Refined, S. W. (in jobbing lots) — 24 @ — 26 Refined, S. W. (in tin) — 28½ @ — 29½ Naptha, Refined, (65 @ 75 gravity) — 24½ @ — 10½ Residuum..... per bbl. 4 — @ —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.		(Old List.)			
(Single Thick.)		1st.	2d.	3d.	4th.
Sizes.		A.	B.	C.	D.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00	\$5 50
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50	6 00
11 by 14 to 12 by 18.....	9 75	9 00	8 50	8 00	7 50
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50	6 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00	7 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00	8 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00	9 00
26 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50	11 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50	12 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50	13 50
Above.....	25 00	25 00	20 00	16 00	15 00

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.		(New List, Aug. 20th.)			
(Single Thick.)		1st.	2d.	3d.	4th.
6 by 8 to 8 by 10.....		(4 qts.)	per 50 feet 10	@ 7 75	
8 by 11 to 10 by 15.....		(4 qts.)	10 50	@ 8 —	
11 by 14 to 12 by 18.....		(4 qts.)	12 —	@ 9 25	
14 by 16 to 16 by 24.....		(4 qts.)	12 50	@ 9 75	
18 by 22 to 18 by 30.....		(4 qts.)	15 —	@ 10 50	
20 by 25 to 24 by 30.....		(4 qts.)	18 50	@ 12 —	
26 by 32 to 24 by 36.....		(4 qts.)	19 50	@ 12 50	
28 by 34 to 28 by 40.....		(3 qts.)	21 50	@ 16 —	
28 by 36 to 28 by 44.....		(3 qts.)	22 —	@ 16 50	
30 by 40 to 30 by 48.....		(3 qts.)	23 —	@ 17 —	
32 by 50 to 32 by 56.....		(3 qts.)	24 50	@ 18 —	
34 by 54 to 34 by 60.....		(3 qts.)	26 50	@ 19 50	
36 by 60 to 40 by 60.....		(3 qts.)	30 —	@ 22 —	

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

Canton Co.....	100	100	101	100	100
Central Pacific 6s.....	107	107	108	107	108
Central of N. Jersey.....	120	120	120	120	120
Chicago & Alton.....	120	120	120	120	120
.. pref.....	...	...	...	...	...
.. 1 M.....	...	...	...	...	...
.. S. F.....	...	...	...	...	...
.. Inc. bds.....	95	95	95	95	95
Chicago, Burl. & Q.....	8s, 1883	...	...	...	...
Chic. & Northwestern 70s	70	70	71	71	71
.. pref.....	92	92	92	91	91
.. S. F.....	98	98	98	98	98
.. Consol.....	92	92	92	93	92
Chic. Rock Isl. & Pac. 109s	111	111	111	110	111
Chl., R. I. & Pa. 7s, 1896-103	...	...	...	...	...
Clev., Col. C. and Ind.....	88	88	90	91	...
Clev. and Pittsburgh.....	118	118	118	119	...
.. 2 M.....	...	...	...	...	...
.. 3 M.....	...	...	...	...	...
.. 4 M.....	84	84	84	84	84
Clev. and Toledo.....	...	...	...	...	...
.. S. F. 7s.....	101	101	101	101	101
Col., Chl. & Ind. C.....	19	20	20	20	20
.. 1 M.....	88	88	88	88	88
.. 2 M.....	69	69	69	69	69
Cumberland Coal pref.....	...	...	...	...	...
Del. & Hudson Canal.....	119	119	119	119	120
Del. Lack. & Western.....	109	109	109	109	109
.. 1 M 7s.....	...	...	...	...	...
.. 2 M 7s.....	...	...	...	...	...
Dubuque & Sioux City.....	30	30	30	30	30
Erie Railway.....	30	30	30	30	30
.. pref.....	60	60	60	60	60
.. 1 M 7s, 1897.....	...	...	...	...	...
.. 2 M 7s, 1879.....	...	...	...	...	...
.. 3 M 7s, 1883.....	...	...	...	...	...
.. 4 M 7s, 1880 89	...	...	...	...	...
.. 5 M 7s, 1888.....	...	...	...	...	...
Great Western 2d mort.....	87	87	87	87	87
Hannibal & St. Joseph 70s	70	70	70	71	71
.. pref.....	81	81	81	82	82
.. 8s, conv.....	104	104	104	104	104
Hudson River.....	...	...	...	...	...
.. 2 M. S. F.....	104	104	104	104	104
.. 3 M 7s, 1875.....	...	...	...	...	...
Illinois Central.....	...	...	...	...	...
.. bonds.....	110	110	110	110	110
Lake Shore & Mich. S. 111s	110	110	110	110	110
Lake Shore Div. bonds.....	24	24	24	24	24
Marietta & Cin. 1st pref.....	...	...	...	...	...
.. 2d pref.....	...	...	...	...	...
Michigan Central.....	...	...	...	...	...
.. S. F. S. 1882.....	...	...	...	...	...
M. S. and N. I. M. S. F.....	...	...	...	...	104
.. 2 M.....	...	...	...	...	...
Mariposa Mining Co.....	7	6	6	6	6
.. Tr. 10s cts.....	...	...	...	...	...
Milw. and St. Paul.....	61	61	61	62	62
.. pref.....	81	81	81	81	81
.. 1st mort.....	93	93	93	94	94
.. 2d mort.....	107	107	107	107	107
.. 8s.....	95	95	95	95	95

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	114	114	114	114	114
U. S. 5s, 1874, coup.	114	114	114	114	114
U. S. 5s, 10-40s, coup.	114	114	114	114	114
U. S. 5s, 10-40s, reg.	114	114	114	114	114
U. S. 6s, 1881, reg.	118	118	118	118	118
J. S. 6s, 1881, coup.	118	118	118	118	118
U. S. 6s, '81, O.W.L.	114	114	114	114	114
U. S. 6s, 5-20s, reg. '82.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1862-114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '84.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864-114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '86.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1865-114	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '86.	113	113	113	113	113
U. S. 6s, 5-20s, c. n. '85-113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '87.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867-113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '88.	114	114	114	114	114
U. S. 6s, 5-20s, c. '88.	114	114	114	114	114
U. S. 6s, Pac.R.R. issue.	116	116	116	116	116

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Catawissa	128	128	128	128	128
Camden and Amboy	128	128	128	128	128
6s, 1875	96	96	96	96	96
6s, 1883	89	89	89	89	89
6s, 1889	90	90	90	90	90
mort. 6s, '89	96	96	96	96	96
Elmira & Williamsport	96	96	96	96	96
6s, 1884	88	88	88	88	88
Gold L.	91	91	91	91	91
R. R. L.	91	91	91	91	91
Conv. L.	91	91	91	91	91
Lehigh Valley R.R.	61	61	61	61	61
6s new coup.	98	98	98	98	98
6s new reg.	98	98	98	98	98
Little Schuylkill R.R.	46	46	46	46	46
7s.	53	53	53	53	53
Minehill	53	53	53	53	53
Morris Canal	120	120	120	120	120
6s, 1880	102	102	102	102	102
7s.	99	99	99	99	99
10s, 1887	99	99	99	99	99
Northern Central	50	50	50	50	50
Oil Creek & Alleg. Riv.	49	49	49	49	49
7s.	87	87	87	87	87
Pennsylvania R. R.	61	61	61	61	61
1st M.	101	101	101	101	101
2d M.	61	61	61	61	61
Gen. mort.	93	93	93	93	93
6s, 2d series	105	105	105	105	105
6s, 3d series	107	107	107	107	107
6s, W. L.	100	100	100	100	100
Philadelphia City, 6s.	101	101	101	101	101
new	101	101	101	101	101
Philad. Germ. & Nor.	57	57	57	57	57
Phila. & Reading	57	57	57	57	57
Philadelphia and Erie	27	27	27	27	27
6s.	92	92	92	92	92
7s.	88	88	88	88	88
Schuylkill Navigation	17	17	17	17	17
6s, 1882	80	80	80	80	80
6s, 1876	61	61	61	61	61
6s, 1872	61	61	61	61	61
Susq. Canal	61	61	61	61	61
6s, 1878	61	61	61	61	61
Union Canal, 6s, 1878.	22	22	22	22	22
Hestonville, (Horse).	22	22	22	22	22
Chestnut & Wal.	58	58	58	58	58
Green & Coates	66	66	66	66	66
2d and 3d streets	31	31	31	31	31
Spruce and Pine	23	23	23	23	23
15th and 15th sts.	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Baltimore City 6s, 1875.	100	100	100	100	100
1886	99	99	99	99	99
1890	100	100	100	100	100
1884	100	100	100	100	100
1900	100	100	100	100	100
Balt and Ohio	100	100	100	100	100
bonds, 1875.	100	100	100	100	100
1880.	100	100	100	100	100
1885.	100	100	100	100	100
Marietta & Cin. 1st M.	96	97	96	96	96
2d M.	85	85	85	85	85
3d M. 8s.	79	79	79	79	79
Northern Central	41	41	41	41	41
bonds, 1885.	92	92	92	92	92
1900.	89	89	89	89	89
N. W. Va. 1st mort.	100	100	100	100	100
2d mort.	100	100	100	100	100
3d mort.	100	100	100	100	100
City Passenger R. R.	100	100	100	100	100

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

Boston and Albany	152	152	152	152	152
Boston and Lowell	147	147	147	147	147
Boston and Maine	147	147	147	147	147
Boston and Providence	147	147	147	147	147
Boston, Hartford & Erie	2	2	2	2	2
7s, new	28	28	28	28	28
Cheshire, pref.	86	86	86	86	86
Concord	76	76	76	76	76
Connecticut River	118	118	118	118	118
Eastern	138	138	138	138	138
Fitchburg	138	138	138	138	138
Manchester & Lowell	146	146	146	146	146
Michigan Central	120	120	120	120	120
Northern, N. H.	117	117	117	117	117
Ogdens. & Lake Champ.	90	90	90	90	90
Old Colony & Newport	104	104	104	104	104
Ph. Wil. & Baltimore	104	104	104	104	104
Portl'd, Saco & Ports.	32	32	32	32	32
Union Pacific	87	87	87	87	87
6s.	81	81	81	81	81
Land Grant 7s.	81	81	81	81	81
Income 10s.	82	82	82	82	82
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	85	85	85	85	85
South Boston (Horse)	101	101	101	101	101
Cambridge	101	101	101	101	101
Metropolitan	101	101	101	101	101
Middlesex	20	20	20	20	20
Central Mining Co.	10	10	10	10	10
Copper Falls	10	10	10	10	10
Franklin	28	28	28	28	28
National	28	28	28	28	28
Pewabic	28	28	28	28	28
Quincy	28	28	28	28	28

London Stock Exchange.

Closing Prices.

Aug. 11. Aug. 18.

All. & Ct. West. N. Y. sec. 7 per ct	88	92	88	92
1st mort., 1880.	88	92	88	92
Do. do., 2d mort., 1881.	88	92	88	92
Do. Penn., 1st mort., 1877.	88	92	88	92
Do. do., 2d mort., 1882.	88	92	88	92
Do. Consol. 7 per cent. mort. 1890.	41	42	42	43
Detroit and Milwaukee 1st mort. 7s.	69	71	69	71
Do. 2d mort. 8 p. c.	69	72	69	72
Erie shares 100 dol. all paid.	24	25	24	24
Do. 6 p. c. convertible bonds	66	68	66	68
Illinois Central, 6 per cent., 1875.	101	103	101	103
Do. Redemption mort. bonds 6 p. c. 101	101	103	101	103
Do. 100 dol. shares, all paid.	108	109	108	109
Panama General mort. 7s, 1897.	75	80	75	80
Penn. R. R. bonds, 2d mort. 6 per ct. 100	102	100	102	100
Do. General mort. 6 p. c. 1910.	94	95	94	95
Do. \$50 shares.	50	52	50	52
Philadelphia and Erie 1st mort. 1881.	96	98	96	98
Do. with option to be paid in Phila.	96	98	96	98

American Railroad Journal.

Saturday, September 2, 1871.

Stock Exchange and Money Market.

The Money market shows increasing animation, but with a very free offering of funds to the principal borrowers, there is but little difference noticeable in rates, though toward the close, the tendency is toward more firmness. The current quotations for Money at the close were 2@5 mainly 3@4 per cent. on call, and at 5@8½ per cent. per annum on very choice to fair business credits. The speculative inquiry is somewhat brisker, and the mercantile demand is also rather more urgent, chiefly for the Fall trade purposes. The city banks make a more favorable exhibit, in their last weekly return; and the U. S. Treasury office here reports a gain in its currency reserve. The Treasury Department programme for September has been eagerly looked for, now that the new \$200,000,000 Five per cent. Funding Loan has been officially announced as having been all successfully marketed, through the agencies of the European and American syndicates, quite recently organized. The city banks, in their last weekly exhibit, show a loss of \$609,000 of legal tender notes, with a gain of \$1,313,245 of specie, and \$1,452,330 of deposits; also an increase of \$510,252 in their loan and discount averages, and a reduction of \$48,732 in their item of circulation. The U. S. Sub Treasury increased its currency balance

\$319,641, and reduced its coin reserve \$396,793, as the result of the week's business. The city bank exchanges, last week, averaged \$77,336,367; and thus far, this week, 77 millions daily. The banks now hold \$10,484,895 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were \$4,716,747 in coin, and \$3,957,435 in currency; payments, \$5,118,540 in coin, and \$3,637,795 in currency. The office received \$4,024,000 in coin or its equivalent, from customs; and disbursed \$402,305 of coin interest, on the regular account, and \$1,875,000 of the September interest on the 10.40 Loan, which was to have been charged off on Friday the 1st inst.

The specie reserve of the city banks according to the latest return is \$10,722,050, against \$19,639,384 same time last year. The city bank deposits are now \$248,709,800 against \$201,966,700 week ending August 27, 1870. The legal tender reserve amounts to \$69,489,500 against \$48,959,713 same time last year. The circulation now stands at \$30,198,820, against \$32,904,906 same time last year. The loans are now \$305,047,680, against \$273,986,974 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$3,719,324 of coin certificates, received for customs. The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$9,017,098 in currency, and \$65,239,556 in coin, against a balance a week previous of \$9,548,974 currency, and \$64,293,526 coin.

Government revenues have been yielding encouragingly, since our last, the customs keeping remarkably well up, in productiveness. The excises yielded last week about 2½ millions, and thus far since July 1, about 23½ millions. The customs at the port of New York, last week were \$3,917,324; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

Gold, though strong and inclined to buoyancy in price, has not been active, during the week. The speculative demand has been moderate, and the export inquiry very light. The customs call has been up to a liberal aggregate, and has been the chief drain on the supply in the open market. The market closed on Wednesday with indications of a renewal of speculative activity. The range of the price during the week, has been from 112¼ @112½, and the closing quotation on Wednesday was 112¾ against 112½ the preceding Wednesday. The specie outflow, last week, was \$431,478; on Tuesday of this week, \$37,000; and on Wednesday, \$146,000. The Gold Exchange Bank clearances have been as follows: August 24, \$45,370,000; August 25, \$6,628,000; August 26, \$27,629,000; August 28, \$16,328,000; August 29, \$20,469,000; August 30, \$36,355,000.

The customs at this port on Wednesday were \$557,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Aug. 26, 1871, \$61,522,870, against \$62,459,368 same time in 1870.

Of the September coin interest on the 10.40 Loan, under orders from Secretary Boutwell, the Sub-Treasury disbursed last week, \$1,875,000.

The customs demand for Gold last week, averaged

raged \$670,667 a day; thus far, this week, it has averaged \$685,000 a day, or equal to a weekly aggregate of \$4,110,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$38,683, and since Jan. 1, 1871, \$7,561,163 against \$7,522,732 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$104,011,797 against \$90,313,690 same time in 1870.

The coin reserve of the Treasury Department on Tuesday was \$90,466,000, including \$18,054,000 represented by outstanding coin certificates of deposit.

The export drain was \$431,478 last week, against \$1,197,162, same week preceding year. The shipments since January 1, 1871, have been \$53,309,384, against \$42,187,607 same time in 1870.

Foreign Exchange has shown less activity and less buoyancy, closing dull. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{3}{4}$ @109 $\frac{1}{8}$; sight bills on London, 109 $\frac{1}{2}$ @109 $\frac{1}{2}$.

The produce exports from this port, week ending with Aug. 29, were to the currency value of \$3,955,742.

Government securities of the older issues have been offered very sparingly all through the week, and have been quoted strong in price, especially on the long date bonds, with a moderate demand noted. On Tuesday, the announcement was made that the new Five per cent. funding Loan of \$200,000,000 had all been successfully disposed of, and the books closed.

On Wednesday, Government bought in a million of Five-Twenties at 112 41@112 62, ex-interest. The amount of bonds offered was \$2,991,400 at 112 41@112 89.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118 $\frac{5}{8}$ @119; U. S. Five-Twenties of 1862, 114 $\frac{5}{8}$ @114 $\frac{5}{8}$; U. S. Five-Twenties of 1864 at 114 $\frac{5}{8}$ @114 $\frac{5}{8}$; U. S. Five-Twenties of 1865, 113 $\frac{5}{8}$ @113 $\frac{5}{8}$; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{5}{8}$ @113 $\frac{5}{8}$; U. S. Five-Twenties of 1867, 113 $\frac{5}{8}$ @113 $\frac{5}{8}$; U. S. Five-Twenties of 1868, 114@114 $\frac{1}{4}$; U. S. Ten-forties at 114 $\frac{1}{4}$ @114 $\frac{1}{4}$; U. S. Six per cent. currency bonds, 115 $\frac{1}{2}$ @116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 16.	Aug. 23.	Aug. 30.
Consols	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
U. S. 5-20's of 1862..	93 $\frac{1}{2}$	93 $\frac{1}{2}$	92 $\frac{1}{2}$
U. S. 5-20's, 1865....	93 $\frac{3}{8}$	93 $\frac{3}{8}$	92 $\frac{3}{4}$
" 1867	92 $\frac{7}{8}$	92 $\frac{7}{8}$	92 $\frac{1}{2}$
" 10-40s	93	90 $\frac{1}{2}$	*90 $\frac{3}{4}$
Erie	25	24 $\frac{3}{8}$	24 $\frac{1}{2}$
Central Pacific 6s....	81 $\frac{1}{2}$	—	—
Union " "	69 $\frac{3}{4}$	—	—

* Ex September coupon.

State bonds have been in fairly active demand at about steady prices.

Railway bonds have met with a good investment inquiry at generally firmer prices for the more substantial of the old loans. Central Pacific Sixes have been quite readily purchased, closing firmly at 100 $\frac{3}{4}$ @101. Very few of these bonds have been offered of late in the open market. The prevailing active call for the Chesapeake and Ohio Six per cent. Bonds has led to an advance in the price to 98 per cent. and accrued interest. Bonds to the amount of nearly two mil-

lions of this Loan have been marketed within the current month of August. The sales having largely exceeded the money wants of the Company, the President of the road, Mr. C. P. HUNTINGTON, on behalf of the Board of Directors, has addressed a note to the financial agent of the Company, Messrs. FRISK & HATCH, ordering the price of the Bonds to be advanced to the present figures, and adding that "the Western Division from the Ohio River to the Falls of Kanawha (ninety-five miles) will be completed in October, and the work on the remainder of the road is now so far advanced that there is no doubt of the completion of the whole line in the summer of 1872, when all these securities should readily bring par."

Further considerable progress has been made in the work of marketing the St. Joseph and Denver City eight per cent. gold bonds, that the total sales at the close of business on Wednesday exceeded half the amount of the Loan, the total of which is \$5,500,000. The loan was opened on August 1. The price of the bonds at present is 97 $\frac{1}{2}$ and accrued interest in currency. The bonds of the Eastern Division loan, which was closed some time ago, now command a liberal premium. The Loan, after careful investigation, is recommended by the financial agents of the Company, Messrs. TANNER & Co., as a first class investment.

Business in Railway and miscellaneous share property has been devoid of remarkable activity, yet values have been well supported, and the present promise is of a brisk and buoyant Fall market.

General business has been less active and values in most instances, have been less firm. Bread stuffs and Provisions closed heavily. Middling upland cotton closed on Wednesday at 19 $\frac{3}{8}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,979,573 bales, against 2,847,708 bales same time last year; exports 3,157,376 bales, against 2,197,105 bales same time last year; stock at the ports at latest dates, 123,197 bales, against 75,949 bales same date 1870.

At the regular monthly sale of Scranton Coal on Wednesday, 140,000 tons were disposed of at generally steady prices, ranging from \$4 to \$5.60, as against \$4.25@5.55 at the July sale.

At the Live Stock Markets, Beeves continue in moderate request at from 7@12 $\frac{1}{2}$ cts.; Veals at 4@10 cts. $\frac{1}{2}$; Sheep at 4@6 $\frac{1}{2}$ cts.; Lambs at 6@9 cts.; Swine, 5 $\frac{1}{4}$ @5 $\frac{1}{2}$ cts per lb., all live weight. The week's receipts were 7,537 Beeves, 3,019 Veal Calves, 35,771 Sheep and Lambs; and 23,930 Swine.

Foreign goods have been in fair demand at generally steady prices. The week's imports of foreign goods reached \$10,383,922, including \$5,285,140 of dry goods.

Ocean freights have been fairly active and rates have been quoted firmer on a limited supply of room, particularly for grain.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 95; Bellville and Southern Illinois 1st mort., 8s, 87 $\frac{1}{2}$; Toledo, Peoria and Warsaw 2d mort., 80; Morris and Essex const. bonds, 98 $\frac{1}{2}$;

Ohio and Miss. consol. bonds, 94; St Louis and Iron Mt. R. R., 59; do. 1st mort., 91 $\frac{1}{2}$; New Jersey Southern 1st mort., 75; Long Dock bonds, 92; Cleveland and Pittsburg consol. bonds, 96; Albany and Susq. 2d mort., 94 $\frac{3}{4}$; Galena and Chicago 1st mort., 100 $\frac{1}{4}$; Cedar Falls and Minn. 1st mort., 85; Gt. Western 1st mort. 1888, 92 $\frac{1}{2}$; Am. Dock and Imp. 7s, 98; North Missouri 1st mort., 84 $\frac{1}{2}$; Peninsular R. R. 1st mort., 96; New York and New Haven R. R., 153; South Carolina 6s, new, Jan. and July, 58; Georgia 7s, gold, 98 $\frac{1}{2}$; North Carolina Fund Act, 1866, 85 $\frac{1}{2}$; New York State 7s, B. L., reg., 108 $\frac{1}{2}$; Ohio 6s, 1881, 105; do. 1886, 106 $\frac{1}{2}$; do. 1875, 103 $\frac{1}{2}$; California 7s, 112 $\frac{1}{2}$; Arkansas 7s, issued to L. R. and F. S. R. R., 55 $\frac{1}{2}$; do. 6s, Fund Act, 54 $\frac{1}{2}$; Brooklyn 6s, W. L., 96 $\frac{1}{4}$; Spring Mt. Coal, 74; Consol. Coal, Md., 42 $\frac{3}{8}$; Am. Coal, 58; Pennsylvania Coal, 220; Western Union Tel., 61 $\frac{1}{2}$; Quicksilver pref., 20 $\frac{1}{8}$; Adams Exp., 84 $\frac{3}{8}$; Wells-Fargo Exp., 51 $\frac{1}{4}$; Am. Mer. Union Exp., 57 $\frac{3}{4}$; U. S. Exp., 56; La Crosse gold, 0.20.

Philadelphia.—Wilmington and Reading 1st mort. 7s, 98 $\frac{3}{4}$; Warren and Franklin 1st mort., 91; 2d mort., 100 $\frac{3}{4}$; Pennsylvania and New York Canal, 7s, 96; Huntingdon and Broad Top Mt., 1st mort., 102; do. 2d mort., 86; do. consol. bonds, 47 $\frac{1}{2}$; Belvidere Delaware 2d mort., 85; West Jersey R. R. 7s, 103; do. 6s, 93; Connecting R. R. bonds 88; Union Pass. R. R., 70; Delaware Division Canal, 46 $\frac{1}{2}$; Camden and Atlantic pref., 35; Allegheny County 5s, 77 $\frac{1}{2}$. The latest quotations are: City 6s, 101@101; do. free of tax, 102@102 $\frac{1}{8}$; State 5s, coupon, 100@100; do. 6s, W. L., 100 $\frac{1}{4}$ @101; do. 1st series, 103@103 $\frac{1}{2}$; do. 2d series, 105 $\frac{1}{4}$ @105 $\frac{1}{2}$; do. 3d series, 107@107; Reading, 57 $\frac{3}{8}$ @57 $\frac{3}{8}$; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92@94; Camden and Amboy, 128 $\frac{3}{4}$ @128 $\frac{3}{4}$; do. mort. 6s, 1889, 95 $\frac{1}{2}$ @96; do. 1883, 89@89 $\frac{1}{2}$; do. 1889, 89@90; Pennsylvania R. R., 62 $\frac{1}{8}$ @62 $\frac{1}{4}$; do. 1st mort., 101@101 $\frac{1}{2}$; do. 2d mort., 101@102; do. General mort. coupon, 93@94; do. reg., 95 $\frac{1}{4}$ @96 $\frac{1}{4}$; Little Schuylkill R. R., 46@46 $\frac{3}{4}$; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 9@10; do. 6s, 62 $\frac{1}{2}$ @70; Schuylkill Nav., 8 $\frac{3}{4}$ @9 $\frac{3}{8}$; do. pref., 17 $\frac{3}{8}$ @17 $\frac{3}{4}$; do. 6s, 1882, 80 $\frac{1}{4}$ @80 $\frac{3}{8}$; Elmira and Williamsport pref., 42@—; do. 7s, 1873, 94 $\frac{1}{2}$ @95; do. 5s, 61@—; Lehigh Coal and Navigation, 38 $\frac{3}{8}$ @38 $\frac{1}{2}$; do. 6s, 1884, 88@88 $\frac{1}{2}$; do. R. R. Loan, 92 $\frac{1}{2}$ @92 $\frac{1}{2}$; do. Gold Loan, 91@91 $\frac{1}{4}$; North Pennsylvania, 50@51; do. 6s, 101 $\frac{3}{4}$ @102 $\frac{1}{4}$; do. 7s, 99@99 $\frac{1}{2}$; do. Chattle 10s, 113@116; Philadelphia and Erie, 27 $\frac{3}{8}$ @28; do. 6s, 92 $\frac{1}{2}$ @93; Minehill, 53@53; Catawissa, 18@20 $\frac{1}{2}$; do. pref., 49 $\frac{3}{8}$ @49 $\frac{5}{8}$; Lehigh Valley, 61 $\frac{3}{4}$ @61 $\frac{3}{4}$; do. 6s, 97@98; Fifth and Sixth streets, (horse), 44@45; Second and Third, 66@68—; Thirteenth and Fifteenth, 23 $\frac{1}{2}$ @23 $\frac{3}{4}$; Spruce and Pine, 32@32; Green and Coates, 45 $\frac{1}{2}$ @—; Chestnut and Walnut, 51@54; Hestonville, 22 $\frac{1}{2}$ @22 $\frac{5}{8}$; Union, 70@—; Germantown, 33 $\frac{1}{4}$ @35.

Boston.—Eastern R. R. 6s, 1874, 99 $\frac{1}{4}$; do. 1889, 97 $\frac{1}{2}$; Missouri River, Ft. Scott and Gulf 1st mort 10s, 100; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96 $\frac{1}{2}$; Cedar Rapids and Missouri 7s, 1894, 90 $\frac{3}{8}$; do. 1916, 89 $\frac{3}{4}$; Mansfield and Framingham 7s, 95; Vermont Central 1st mort., 87 $\frac{1}{4}$; Cincinnati, Sandusky and Cleveland 6s,

1900, 77½; Cheshire 6s, 1880, 96; Indianapolis and Cincinnati R. R., 7½; do. 7s, 1882, 71; Norwich and Worcester R. R., 116¼; Rutland pref., 84¼; Conn. and Pass. Rivers pref., 92; Portsmouth, Gt. Falls and Conway R. R., 112; Cape Cod R. R., 75; Boston Water Power, 44¾; Cary Imp., 15¾; Waverly Land, 4; Chicago 7s, 1898, 101¼; do. 6s, 1882, 95; Cook County, Ills., 7s, 101¼; Boston 6s, 1884, 101¼; Roxbury 6s, 1876, 101; Hancock Mining Co., 3; Humboldt, 95c.

Baltimore.—Virginia Consolidated 6s, 65¼; do. reg., 64¼; Virginia 6s, old coupon, 63; do. 6s, 1866, reg., 68½; Virginia Deferred Certificates, 29½; Memphis City 6s, 60½; Pittsburg and Connellsville 7s, 94¼; Orange and Alexandria 2d mort. 6s, 80½; do. 4th mort. 8s, 86; Virginia and Tennessee 8s, 87½; Western Maryland 2d mort. guar., 92; do. 3d mort. guar., 91½; Orange, Alex. and Manassas bonds, 80¾; Central Ohio R. R., 29½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94¾; Baltimore and Ohio, 142@142½; do. 6s, 1875, 96¼@96¾; do. 1880, 95@—; do. 1885, 96½@—; Northern Central, 41½@42; do. 6s, 1885, 91¾@—; do. 1900, 89@90; do. 6s, 1900, gold, 91½@91¾; N. W. Va. 1st mort., 99@100; do. 2d mort., 98@100; do. 3d mort., 1885, 90@90½; Marietta and Cincinnati 7s, 1892, 96½@97; do. 2d mort., 86@87; do. 3d mort., 79¾@79½; Central Ohio, 29@30; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79¼@80½; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80@80½; do. 3d mort. 8s, 88@90; do. 4th mort. 8s, 85@87; Orange, Alex. and Manassas 7s, 80½@81¾; Virginia and Tennessee 8s, 87½@88; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 100@100½; do. 1884, 99@99; do. 1886, 99½@99¾; do. 1890, 99¾@100; do. 1893, 98¾@99; do. 1900, 99½@100½; do. 5s, 1838-'70, 80@82; Memphis City 6s, 60¾@60¾; Maryland Defense Loan, 1883, 106@106½; City Passenger R. R., 22½@24; George's Creek Coal, 70@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

Baxter Steam Street Car.

The Baxter Steam Street Car was brought from the factory of Messrs. Bolen & Crane last evening, and after a successful trip up and down Broad street, went up Market street to the depot of the Springfield avenue line, where it will be placed upon duty to carry passengers from the depot to Irvington.

The trip can be made in four or five minutes each way, and thus do away with the necessity of horse cars upon that end of the route. It is the intention of the Company to run steam cars at least as far as the Court House on Market street, if permission is obtained from the Common Council. Much interest was felt last evening to see how the car would get up the hill by the Court House, and great satisfaction expressed at the ease with which the ascent was made, although but forty pounds of steam was used, while the usual running power will be about one hundred and fifty pounds. Mr. Baxter, the patentee, and Mr. Paul Buchanan, President of the Springfield avenue line, accompanied the car upon the very successful trips last night.—*Newark N. J. Register.*

Steam on the Canals.

The *Buffalo Courier*, of 23d ult., gives the following account of the new steam canal boat which is entered as pioneer competitor for the prize of \$100,000 offered by the State of New York for the best canal motor:

The new canal steamer *George Barnard*, about which so much has been said in the journals of the State, arrived here yesterday, and attracted considerable attention. Her running time from New York to Albany was 47 hours, and from Albany to this city eight days of 24 hours each. Sundays not included. She brought with her 180 tons of lump coal, minus 30 tons unloaded at Syracuse on account of the shallow water west. She is commanded by Captain Thomas Main, and is owned by Messrs. Main and McMillan. An ordinary screw propeller is arranged in an opening situated in the bow of the boat. The opening is tapering in shape, and terminates about twenty feet from the bow. The propeller is driven by a simple upright engine, 12 inches in diameter, with 12 inch stroke, which is supplied by steam from an upright boiler four feet in diameter by ten feet high, the boiler being fed by an upright steam pump; the whole being very compact, and occupying a space on the floor of the boat only ten by four feet, and, including water in the boiler, weighs only five tons. The opening of the screw reduces the displacement only five tons, so that the application of steam power reduces the carrying capacity only ten tons. The consumption of fuel is about one ton of coal in twenty-four hours. The boat can be managed by three hands, or four if running all night, and her ability to get through the locks gracefully may be inferred when we say that she came through the five locks at Lockport in twenty-five minutes. The machinery used on the *Barnard*, it is claimed, can be applied to any canal boat at a cost of about \$600 for altering the boat in addition to the price of machinery, giving to it twice the speed of the present loaded boats towed with horses.

Elizabethtown and Paducah Railroad.

The contractors are actively at work on the Elizabethtown and Paducah road this side of the Tennessee river. James Benson, as we have before stated, took the contract from Paducah to Clark's river, and has commenced work with a good force out near the Paducah and Gulf railroad depot. Mr. Bearden is at work on the trestling on this end. A. S. Jones has a force of over three hundred hands in the hills beyond Clark's river, which he will increase to five hundred at an early day. Garrett Johns is pushing his contract for the trestle work this side of the Tennessee river. The work on the Tennessee and Cumberland river bridges is being pushed with all the force that can be employed. There is not much doubt that the road will be completed by the first of July, 1872.—*Paducah Kentuckian.*

☞ A company is to be formed for the purpose of constructing a railroad from Eagle Bridge to Rome, N. Y., that being the only link necessary to complete the chain of roads from Boston to the Lakes. Over \$100,000 has already been subscribed.

☞ A meeting to organize the Prescott River Falls and Northern Railroad Company, will be held at River Falls, Wis., on the 6th of September.

☞ The contract has been let for grading the Chicago, Dubuque and Minnesota railroad from Lansing, Iowa, on the Minnesota State line. Cars will soon be running as far up as Guttenburg.

☞ The Governor has accepted the offer of W. D. O'Brien to build the Prince Edward Island Railroad for £4,355 per mile.

Railroads of Arkansas.

The Agent of the State of Arkansas has recently written a letter giving information in reference to the bonds authorized to be issued by the authorities of Arkansas in aid of certain railroads. From this letter it appears that the total amount of bonds which may be issued is \$11,400,000, of which only \$3,450,000 have been received by the railroads and thrown on the market. The particulars of these transactions are as follows:

The Memphis and Little Rock Railroad, one hundred and thirty miles long, is completed and has received \$1,200,000, the full amount to which it is entitled. The Little Rock and Fort Smith Railroad, one hundred and fifty miles long, has eighty miles in running order, and has fifty miles graded and ready for the track, and has received \$900,000, being entitled, when completed, to \$1,500,000. The Little Rock, Pine Bluff and New Orleans Railroad one hundred and sixty miles long, has twenty miles finished and has sixty-two miles graded and ready for the track, and has received \$750,000, being entitled, when completed, to \$2,400,000. The Mississippi, Ouachita and Red River Railroad, one hundred and seventy miles long, has twenty miles finished, and twenty-two miles graded and ready for the track, and sixty-eight miles graded, and has received \$450,000, being entitled when completed, to \$2,550,000. The Arkansas Central, one hundred and fifty miles long, has received \$150,000, and is entitled to \$2,250,000. The Kansas City and Fort Smith Railroad, one hundred miles long, is entitled to \$1,500,000, but has received no bonds. The Cairo and Fulton Railroad has twenty miles in running operation, and twenty miles graded and ready for the track, but has declined the \$3,000,000 awarded to it by the State. By the terms of the law the State bonds can be issued to the railroad companies only as sections of ten miles of road are graded and prepared for the rails, and upon each application for bonds a rigid showing is required of the uses to which the bonds previously given have been applied.

Port Royal Railroad.

Work has been commenced on this road in the vicinity of Yemassee, and as we are informed by Mr. Gage, the engineer, fifty men are already preparing the road for use. Three hundred tons of rails have been purchased in New York and will shortly be en route for Battery Point. The chairs have been ordered from Richmond, and will shortly arrive. Seven hundred tons of rails, contracted for by the old regime, were to have sailed from Europe by the 21st of June, direct to Charleston, but as yet no tidings have been heard of the vessel. Upon her arrival at the latter port, she will be ordered to discharge her cargo at Whale Branch, midway between Yemassee and Beaufort.—*Beaufort Republican.*

☞ It has been already stated that the Pennsylvania divisions of the Bachman Valley road are under contract, and will be completed from Klinefeltersville across the Hanover branch and to the State line by Christmas this year. It is now said that that part of the road extending from the Pennsylvania line to Chestnut Hill ore mines, in Carroll county, will shortly be put under contract and the work pushed rapidly forward to completion.

☞ The *St. Louis Times* says that over two thousand men will be put to work on the Cairo and Fulton railroad early in September, and the entire half from the State line to Little Rock will be completed next summer.

☞ The Hudson River railroad company have now a continuous double track of the best steel from Albany to New York.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT CONSTITUTES NEGLIGENCE—FAILURE TO RING BELL OR SOUND WHISTLE AT PUBLIC CROSSINGS—PRESUMPTIVE EVIDENCE.

The recent case of *The St. Louis, Jacksonville and Chicago Railroad Company vs. Terhune* (50 Ill., 151,) was an action on the case brought by Terhune against the St. Louis, Jacksonville and Chicago Railroad Company, to recover for damages resulting from an alleged violation of the statute, imposing upon the railroad companies the duty to ring the bell or sound the whistle upon the engine at the crossing of public highways, as therein provided. The plaintiff alleged that by reason of the failure of the defendant to comply with the statute in that regard, two cows, property of the plaintiff, of the value of \$300, were run over and killed. On the trial the jury returned a verdict for the plaintiff, and assessed his damages at \$150. A motion for a new trial was overruled, and final judgment rendered upon the verdict. The defendants bring the cause to this Court on appeal, and assign various errors upon which they rely for reversal.

The following is the opinion of the Court delivered by

WALKER, J.—The question of the weight of evidence was for the jury, and they having determined it, we will not disturb their finding, unless it is not supported by the proof. It is their province to weigh and reconcile where it may be done, and if not, then to give it such effect as it is entitled to receive, rejecting such portions as may be unworthy of belief, and giving due weight to such as they may believe to be true. In this case there was a conflict of evidence as to whether a bell was rung or a whistle sounded for the distance required by law before reaching the road crossing where the cattle were killed. The jury having found there was not, we are not prepared to hold their finding is not supported by the evidence.

Appellants insist that the Court below erred in giving appellee's third instruction. It informed the jury that the omission to ring a bell or sound a whistle at the road crossing as required by the statute, was *prima facie* evidence of negligence. In the case of *the Galena and Chicago Union R. R. Co. vs. Dill*, 22 Ill., 271, it was held that it was a question of fact, to be determined by the jury, whether such an omission is negligence. In that case, the statute imposing that duty on railroad companies had been repealed as to that road, and hence it was a question arising under the common law, whether such an omission was negligence. That case is not therefore an authority in this, as the question presented by this instruction is whether the omission of a duty imposed by the statute constitutes *prima facie* negligence, or whether in such a case the plaintiff is bound to prove other omissions of duty which constitute negligence. In the case of *The Great Western R. R. Co. vs. Geddis*, 33 Ill., 304, which was similar in its facts to this, it was held that the failure to ring a bell or sound a whistle at a road crossing was negligence that should render the company liable for injuries growing out of the omission, that might be occasioned by their engines, to persons or property; that the omission to perform an act imposed by the statute was negli-

gence. In that case the cases of the Illinois Central R. R. Co. *vs. Phelps*, 29 Ill., 447, and *The Illinois Central R. R. Co. vs. Goodwin*, 30 Ill., 117, were referred to and distinguished from *Geddis'* case. It was said of those cases, that the animals were killed at a place where the statute did not require the signal to be given, whilst in *Geddis'* case the injury to the animal was at a highway crossing where the signal was required.

That case was in point and must govern this. The Court below did not err in giving this instruction. No error being perceived in this record the judgment of the Court below must be affirmed.

Judgment affirmed.

The Bonded Car System.

PRACTICAL WORKING OF THE NEW LAW.

Under the provisions of the tariff and internal tax act of July 14, 1870, Congress voted to certain interior cities and cities on the coast that are either not furnished with facilities for the proper transaction of trade with foreign countries or desire a more direct communication overland, the privilege of importing goods in bond direct through other ports, without delay for examination and appraisement at the original landing. Those cities are as follows:

New York, Boston, Providence, Philadelphia, Baltimore, Norfolk, Charleston, Savannah, New Orleans, Portland (Me.), Portland (Oregon), Buffalo, Chicago, Cincinnati, St. Louis, Evansville, Milwaukee, Louisville, Cleveland, Memphis, Mobile, San Francisco, to and from Europe and Asia, and the islands adjacent thereto via the United States.

In framing the part of the law relating to this subject, Congress seemed at the time to be actuated solely by a desire to accommodate the cities of the West, and went blindly forward without a well-considered method of operation. The new legislation is an experiment, and while the law contains many incongruities, impracticabilities and blunders, it is also characterized by a number of omissions which are now quite noticeable.

With the law for a basis, the Secretary of the Treasury, to whom the power was delegated, directed his experts to prepare a series of regulations for the government of the new system. After they had prepared them, the Secretary and Assistant Secretary revised and corrected them until they believed they had done the best they could to make it successful as a system, convenient and useful to the merchants, and safe for the government. But the whole thing is new. No expert has confidence in results, and in fact every one of them has predicted that the law would prove a failure. The main point to be covered was in the distinction between the old and new systems. Under the old plan goods could be sent in bond to points within a collection district, but the entire vessel or car freight was placed under government supervision. The new plan was intended to exert a supervision only over a space necessary to carry the amount of bonded goods to be transported, a part of a vessel or a part of a car, where a full load of goods were not bonded.

The safeguards for the protection of the government were to originate with the Secretary of the Treasury, and his regulations were to be clothed with full force and effect of law. His imaginative mind conceived the idea of appointing an army of inspectors, with generous salaries, to be paid by the railroad companies. Special iron cars were to be made for the purpose, and a lock was to be placed wherever there was room to nail a hasp. A patriotic band of brothers were to supply the great "American seal lock" for each crack where a robber could peep through, at a liberally remunerative cost, to be paid by the railroad companies. Intricate machinery for vigilant inspec-

tion at each way station, and expenses and drawbacks to success marked the body and seemed the pith of each paragraph in the regulations. Bonds that were stronger than the cars themselves were to be given for the performance of the contract by the fortunate parties who were to become "common carriers" within the spirit of the law and the distinct terms of the Secretary's regulations.

The caution with which transportation companies approached the scheme and the rapidity with which they went away reminded one of fish nibbling at a hook. The first bait did not answer. Some three important railroad companies came forward and the Secretary thought they would bite, but nine months elapsed and not a single transportation company in the United States agreed to comply with the terms. It was then discovered that the conditions were too stringent. The Secretary trimmed the regulations, allowed railroad companies to use ordinary box cars, and reduced the number of locks required to two for each car. He also reduced the number of inspectors, gaugers and other officers to a limit where necessity placed it. Where in crossing a river it becomes necessary to transfer the cars or goods to a steamboat, a more liberal system of transfer is now addressed to that particular emergency. Measures for facilitating the delivery of goods from ocean steamer to common carrier have been taken, and the details are being arranged to make the whole experiment successful in accomplishing its object, so far as the meagre and incoherent provisions of law will permit.

Since these amendments to the regulations have gone into effect two railroad companies—the Camden and Amboy and the Merchants' Dispatch Transportation Company—have accepted the conditions, executed their bonds, and are now carrying goods under the system. The Camden and Amboy company operates only between New York and Philadelphia, but has been carrying bonded goods several weeks. The Merchants' Dispatch Transportation Company operates from New York to Boston, Providence, Portland (Me.), Portland (Oregon), Buffalo, Chicago, Cincinnati, St. Louis, Evansville, Milwaukee, Louisville, Cleveland, San Francisco, Memphis, Mobile, and from and to Europe and Asia and the islands adjacent thereto, taking through invoices across the continent. By their mode of operations they take goods off the steamer and send them part way to destination the same day they arrive from a foreign port. They are exempt from warehousing, cartage charges, examination and appraisement, weighing and measuring gauging, and general order. The Merchants' Dispatch line has just received 1,000 new cars, specially constructed for this business. It is said that they are as fine and substantial a set of box cars as have ever been built anywhere. This company believe the bonded transportation system will be a perfect success, and the fact of their having bought at once so many cars, looks very much like abiding faith in the enterprise. It might be remarked that J. C. Fargo, Augustus Schell, Wm. H. Vanderbilt, Horace F. Clark, Jared Chittenden and others of the New York Central Railroad Company are the incorporators of the new company, and it is believed that the Central folks are really the new concern.

It is probable that the Pennsylvania railroad will bond. That will depend greatly upon the success or failure of the other line to make it pay. If the present efforts are successful the competition between the Pennsylvania and New York Central will be quite lively. The Erie Railway cannot bond with profit, for the reason that at each change of gauge the goods must be changed from car to car under the supervision of government inspectors, who are to be paid by the Company. Thus, in shipping a through carload to Chicago, it would go on a broad gauge road to Buffalo, then strike a narrow gauge road, and at Cleveland would again meet the broad gauge. It would probably require the continuous services of eight industrious government employees at those two breaks at an average salary of \$2,000

each, aggregating \$16,000 per annum, which would cut deeply into the profits. But the Erie road is not at all anxious to go into the business at present.

THE TEA TRADE WITH CHINA AND JAPAN.

Mr. Webb and Mr. Holladay expect great things to come from the new through European-Asiatic trans-continental traffic. Arrangements have been made whereby tea will be put down in San Francisco from China and Japan by the shortest sea route that can be found. Experiments have shown that tea does not absorb enough extra moisture to injure it on the twenty-two days trip to San Francisco, and that in its passage east over the Pacific roads the rarefied atmosphere of the plains effects a change that restores it to the perfect condition in which it left China. If it is a fact and not a theory of imagination that these greatly desired results are reached in the passage, it will be a decided benefit to the Pacific Mail steamers and our trans-continental trunk roads. A new aid will be furnished to the central trans-continental route, and competition created between that and the Southern Pacific, which will tend to reduce through freights, while benefitting not only the roads themselves, but also the localities through which they pass. It may be interesting to know that the Pacific Mail steamships are now driving a brisk trade, both in freight and passengers. An Austrian nobleman, a tourist who passed through, from Japan to Austria by the American steamers and railroads to New York, says emphatically that the route furnishes better facilities and more comforts to the passenger, besides the grand sights seen on the trip, than any route in the world, and that no route between Europe and Asia can compare with it in respect of quickness, comfort, convenience, or enjoyment to the passenger. He told President Grant he would publish the fact throughout his country and all parts of the world he may hereafter visit. When foreigners become enthusiastic over our travel system, we have great reason to be proud of our achievements, and to believe that the Asiatic trade, for which we have contended so long, will soon be transferred to our merchants and carriers.

THE SEAL LOCK BUSINESS.

The Merchants' Dispatch Company complain that the Secretary of the Treasury has ordered them to put two "American seal locks," at a cost of \$16.30 on each of their 1,600 new cars. The first train for the West went off some days ago locked as ordered. The Company do not like the locks, and think that if the Secretary of the Treasury admires them so much the government ought to pay for them, and not force the companies to do it, to pay a bounty to the "lock ring." As another instance of this injustice, petroleum exports furnish a startling exhibit. Petroleum costs about \$50 a car load at the oil wells and the freight to the seaboard costs about the same (\$50). Thus it will be seen that half the value of petroleum in New York is made by freight charges. A great deal of it is carried in bond through the border of Canada and back into the United States by rail to New York. Secretary Boutwell has ordered that each petroleum car be locked with the American seal lock at a cost of \$22 per car. In view of the fact that all the companies have any quantity of the old shackle seal locks that have never yet been picked (except by collusion among the government officials), which never wear out, and were furnished at a cost of 50 cents each, this imposition on the petroleum exporters is a very suggestive fact. The exporter of petroleum finally pays for the locks in increased freight charges, and the natural effect of a few more such impositions would be to divert trade in petroleum through Canada to Europe, instead of through New York. The lock exaction itself will send many a cargo down the St. Lawrence river, to the unnecessary injury of New York.

In establishing safeguards for the protection of the government there are three considerations to be taken into account:

First—Character of transportation companies. Thefts on the part of a transportation company would result in their own loss. They are obliged to pay the owner the value of the goods and to pay the government the amount of duty. While the government has an average interest of 85 per cent. in the goods being transported in bond, the transportation company, have an interest of 135 per cent. in the same goods, besides the reputation of the company, which is always at stake. No transportation company in this country have ever been known to steal bonded goods. The care of the government then must be exercised to prevent the possibility of exchange of packages. If a system or single act of exchanging, for example, *facsimile* package of toys or straw, for a package of silks or velvets were undertaken by the company, the act would require collusion of the owner with every officer of the company, from the president to the brakeman. The conclusion then is, that transportation companies are necessarily, and in fact, honest, so far as smuggling is concerned.

Second—Safeguards against robbers. Every officer and employee of the transportation company is a watchman against robbers. So should the government officials be. But when a robber comes along he quickly jerks the hasp out with a "jimmy" and the lock drops down intact, leaving a free entrance to the car through the door. He would not even stop to unlock a common padlock requiring an ordinary key, or that could easily be opened with a nail. Therefore no car lock is a safeguard against robbers.

Third—Collusion among government officials. The only manner in which the present government locks have been picked within the many years of their past use has been through collusion between government officials. The seals have been put on and taken off and goods removed and replaced by similar looking packages, and the seals on the locks restamped. Therefore the danger in the case is from the men sent by the government to guard its interests. No lock in the world could prevent collusion among the men who hold the keys to it.

PROBABLE EFFECT OF THE NEW SYSTEM HERE.

Opinions differ about the probable effect of the new system of bonding goods without appraisal, from seaport to seaport or to the interior. Many merchants of the interior say they will not make use of the privilege, for the reason that they are obliged in any event, to patronize New York in buying gold for payment of duties, and the cost of transporting gold is about equivalent to the broker's fee; while the only advantage gained is in avoiding delays here in Custom House business that is done more quickly in cities where there is less of that business transacted. The special government agents on this forwarding business, paid by transportation companies, take an entry at once and watch the goods from steamer to depot, thus getting them off to final destination the same day they arrive. They avoid the three or four days delay here, and the same work is done in one, two or three days at the port of final delivery.

This forwarding will take from New York some business of Custom House brokers, appraisers, inspectors, weighers, gauges, warehousemen, draymen, general order stores, and others. And some of our merchants contend that it will encourage direct purchases between the West and Europe, thus injuring their trade in some degree. The friends of the scheme say the advantages to New York to be gained by opening an Asiatic-European trade across our Continent will more than make up for the possible losses in other ways. They contend that every shipment must benefit in greater or less degree the cities of New York and San Francisco, and that considerable handling will be necessary at both those points. They further argue that New York will be certain to receive the freights destined to ports along the Mississippi river whose foreign supplies have heretofore reached them, from New Orleans. The landing of the vessels and emigrants is much to

a city in a commercial point of view. Whether these predictions, or any of them, will prove true is a matter of conjecture. A few weeks will probably determine the success or failure of the enterprise.—*N. Y. Journal of Commerce.*

Augusta and Hartwell Railroad.

We publish in our advertising columns this morning an advertisement from the contractors of the Augusta and Hartwell Railroad. They are prepared to let contracts for grubbing, etc. This looks like business. We have been informed that if no difficulty is experienced in obtaining the right of way through this city and vicinity that ground will be broken by the first of September, in a little less than two weeks time. We earnestly hope the road will be commenced and pushed to an early completion. It is a line which, when finished, will benefit Augusta more than any other Railroad that could be constructed. It will give us the shortest route to Cincinnati and the granaries of the West that can be found, and will give to us also the trade of counties in our own State, which has hitherto found its way to other markets. We hope that when the first day of September arrives work will begin, and not stop until the iron horse enters Clayton.—*Augusta Chronicle, Aug. 23.*

Mr. Cyrus Diller, of Hanover, Pa., has received the contract for the grading and masonry of the Pennsylvania division of the Bachman Valley railroad, commencing at the Hanover Branch railroad, near Leib's mill, thence following a branch of Codorus creek, to Klinefeltersville, and thence on to the State line. The work of grading was commenced on Tuesday. Mr. Gitt is now completing the location from the State line to the Chesnut Hill ore banks, which is shortly to be let, and the entire work of grading is to go on and be pushed forward as rapidly as possible.

It is stated that the Texas Pacific Railroad Company have resolved to establish the Eastern manufacturing and machine shop of the road at Shreveport, provided the city will give the needed grounds (25 acres) and loan to the company the twenty years' bonds of the city to the amount of \$100,000. It has also been resolved to begin the construction of the Texas Pacific Road at Shreveport, and the building of the road toward Vicksburg will be begun at the same time, and continued *pari passu* with the road to the West.

The Boonsboro' (Md.) Odd Fellow learns that the eastern section of the Miramar railroad, from the Susquehanna river, forty miles, is to be finished ready for rolling stock by September, 1872. As heretofore explained, an additional section of forty-five miles, passing through the towns of Waynesboro' and Boonsboro', will reach to the Potomac.

The Russian Government has appointed a special commission, which has already commenced its labors, to inquire into and report upon the expediency of adopting the narrow gauge for all the railways in the empire.

The Framingham and Lowell Railroad was formally opened for travel on the 22d inst. The road is 26 miles long, and has been built in nine months.

The laying of the ties and rails on the Cumberland Valley Railroad Extension between Hagerstown and Williamsport has been commenced.

Commerce of New York.

The foreign imports at New York for the month of July, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	\$13,579,723	\$16,410,318
Do. for warehousing....	10,042,048	12,468,220
Free goods.....	988,444	1,985,993
Specie and bullion.....	194,990	176,640

Total entered at port...	\$24,805,205	\$31,041,171
Withdrawn fr. wareh'ase	8,463,853	9,940,489

The foreign imports at New York for the seven months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	\$93,465,750	\$120,054,380
Do. for warehousing....	75,422,130	90,093,323
Free goods.....	7,430,190	17,838,800
Specie and bullion.....	7,857,949	4,918,692

Total entered at port...	\$183,666,019	\$232,875,195
Withdrawn fr. wareh'ase	68,898,225	73,138,814

The revenue from customs at New York for July, and for seven months from January 1, has been as follows:

	1870.	1871.
In July.....	\$10,592,841 37	\$11,934,957 33
Add 6 mos.....	67,581,811 10	73,692,107 93

Six mos.....	\$78,174,652 47	\$85,627,065 26
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The exports from New York to foreign ports in the month of July, were:

	1870.	1871.
Domestic produce.....	\$15,965,557	\$17,147,740
Foreign free goods.....	24,522	121,536
Do. dutiable.....	727,794	600,377
Specie and bullion.....	16,922,451	11,233,695

Total exports.....	\$33,640,324	\$29,103,348
Do. exclusive of specie.	16,717,873	17,869,653

The exports from New York to foreign ports for seven months from January 1, were:

	1870.	1871.
Domestic produce.....	\$98,665,180	\$127,413,323
Foreign free goods.....	298,328	654,636
Do. dutiable.....	6,045,179	4,863,641
Specie and bullion.....	33,763,051	52,788,317

Total exports.....	\$138,771,738	\$185,719,917
Do. exclusive of specie.	105,008,687	132,931,600

The Manchester and McMinnville railroad was sold at Manchester, Tenn., on the 17th ult. The Memphis and Charleston Railroad Company was the purchaser. Favorable terms were obtained by the stockholders of the former company. The purchasers have agreed to extend the road to Sparta, Tenn., and to have it in running order to that point within eighteen months, and to extend it south from Manchester or Tullahoma to Huntsville, Ala.

The rails of the Knox and Lincoln Railroad have been laid beyond Waldoborough, and the work of ballasting between Waldoborough and Damariscotta is going on, and passenger trains will commence to run from Waldoborough to Bath this week.

Grading is nearly completed on the new Holyoke and Westfield (Mass.) Railroad, and the laying of the rails will be begun by the first of September, and it is expected the road will be ready for business by the first of October.

The whole of the Western Railroad, from Montgomery to West Point and Columbus, is being relaid with new fishbar rails. About thirty miles are already completed.

Census of the United States.

The aggregate Population of the States and Territories—and as White, Colored, Chinese, Indians, etc.—as shown by the Ninth Census, is as follows:

	Aggregate.	White.	Colored.	Chinese.	Indians.
Alabama.....	996,992	521,384	475,510	....	98
Arizona Territory.....	9,658	9,581	26	20	31
Arkansas.....	484,471	367,115	122,169	98	89
California.....	560,247	499,424	4,272	49,310	7,241
Colorado Territory.....	39,864	39,221	466	7	180
Connecticut.....	537,464	527,549	9,668	2	235
Dakota Territory.....	14,181	12,887	94	....	1,200
Delaware.....	125,015	102,221	22,794	....	....
Dist. Columbia.....	181,700	88,278	43,404	3	15
Florida.....	187,748	96,067	91,689	....	2
Georgia.....	1,184,109	638,926	545,142	1	40
Idaho Territory.....	14,999	10,618	60	4,274	47
Illinois.....	2,538,891	2,611,096	28,762	1	32
Indiana.....	1,680,637	1,655,837	24,560	....	240
Iowa.....	1,191,792	1,185,979	5,762	3	48
Kansas.....	364,399	346,377	17,108	....	914
Kentucky.....	1,321,011	1,098,692	222,210	1	108
Louisiana.....	726,915	362,065	364,210	71	669
Maine.....	626,915	624,809	1,606	1	499
Maryland.....	780,894	606,497	175,391	2	4
Massachusetts.....	1,457,351	1,443,156	13,947	97	151
Michigan.....	1,184,059	1,167,282	11,849	2	4,923
Minnesota.....	439,706	438,257	759	....	690
Mississippi.....	827,922	382,896	444,201	16	809
Missouri.....	1,721,245	1,603,146	118,071	3	75
Montana Territory.....	20,595	18,208	183	1,949	157
Nebraska.....	122,993	122,117	789	....	87
Nevada.....	42,491	38,959	357	3,152	23
New Hampshire.....	318,300	317,697	590	....	23
New Jersey.....	909,096	876,407	30,658	15	16
New Mexico Territory.....	91,874	90,393	172	....	1,309
New York.....	4,382,759	4,330,210	52,081	29	439
N'th Carolina.....	1,071,361	678,470	391,650	....	1,241
Ohio.....	2,665,260	2,601,946	63,213	1	100
Oregon.....	90,923	86,829	346	3,330	318
Pennsylvania.....	3,521,791	3,456,449	65,294	14	34
Rhode Island.....	217,353	212,219	4,980	....	154
South Carolina.....	705,606	299,667	415,814	1	124
Tennessee.....	1,258,520	936,119	322,331	....	70
Texas.....	818,579	564,700	253,475	25	379
Utah Territory.....	86,786	86,044	118	445	179
Vermont.....	330,551	329,613	924	....	14
Virginia.....	1,225,163	712,089	512,841	4	229
Washington.....	23,955	22,195	207	234	1,319
West Virginia.....	442,014	424,033	17,980	....	1
Wisconsin.....	1,054,670	1,051,351	2,113	....	1,206
Wyoming Territory.....	9,118	8,726	183	143	66
Total.....	38,555,983	33,536,969	4,890,600	63,254	25,731

The returns for Chinese, from California, includes 33 Japanese. Massachusetts reports 10, New Jersey 10, Michigan 1, and Pennsylvania 1.

"Indians not taxed" are not included in the basis of representation, and are consequently not embraced in the above enumeration. Our entire Indian population was stated in the last report of the Indian Commissioner to be 305,319.

Steam on the Canals.

The prize of \$100,000, offered by the State of New York for the best motor for canal navigation, while it has attracted very general attention throughout the country, has been misapprehended as to some of the conditions attached. It is supposed that any plan, to receive the approval of the commission, must wholly avoid the washing of the canal banks. The commissioners ignore this condition. They seek a plan for navigating the canals, with the present depth of water and size of locks, which will be economical and certain, and as speedy as possible—which will successfully meet the rivalry of the railroads. Thus far no motor power, other than animal power, has been successfully applied to the navigation of the canals. All the plans which propose the introduction of steam or other motors for this purpose have been either inoperative, too slow, or too expensive, or both of them combined. The question of wash, we suppose, will be considered as an item under the head of economy, as the safety

of the embankment will certainly be a consideration.

The Toledo Blade learns that the survey for the Baltimore, Pittsburg and Chicago railroad is completed from Pittsburg to Havana, a small station on the Lake Erie division of the Baltimore and Ohio railroad, eighty miles south of Monroeville, Ohio. Thence, it is expected, according to the programme now being pursued, the line will run to Defiance, on the Toledo, Wabash and Western railroad, crossing on its way the Dayton and Michigan railroad at a point now called Ellsworth. From Defiance it is expected that the engineers will work their way along to Bryan and through Lagrange and Steuben counties to Laporte, Indiana.

The Newark Daily Advertiser says a dispatch was received from the Chancellor on Thursday evening stating that the argument on the rule to show cause why an injunction should not be granted to prevent the United Railroad Companies of New Jersey from leasing their works to the Pennsylvania Railroad Company would be heard on the 12th day of September.

The Hempfield railroad now runs from Wheeling, West Virginia, to the county seat of Washington county, Pa. It has been proposed to extend it to a point on the Pittsburg and Connelville railroad. The Washington Review says that a committee which waited upon President Hughart a few days since was assured by him that a corps of engineers would be upon the line in a short time, and that the road would certainly be built very soon.

At a recent meeting of the corporation of St. George's Valley Railroad Company, at Union, Me., Mr. W. H. Hunt of Liberty was chosen President.

The ten per cent. interest law, enacted by the last Legislature of Kentucky, will go into effect on the first of September.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway, hereby give public notice that they are prepared to receive Tenders for Track laying and ballasting on 75½ miles of line, being sections 4, 7, and 12, in the province of Nova Scotia. Tenders may be for the whole distance or for separate Sections.

Specification and forms of tender can be obtained at the Commissioners' Office, Ottawa, and at the Offices of the Engineers at Truro and Amherst.

Sealed Tenders marked "Tenders," and addressed to the Commissioners, will be received at their Office in Ottawa up to 12 o'clock noon, on Monday, the 25th day of September, 1871.

Tenders will also be received at the same time and place for 300 tons of Spikes according to samples, to be seen at the above named Offices.

Tenders to state price per ton of 2,240 lbs., delivered in equal quantities at Truro and Amherst Railway Stations. 50 Tons to be delivered at Amherst by the 16th of October, and 50 Tons by the 1st November next. Balance of delivery by 1st July, 1872.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLEAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 14th August, 1871.

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Notice to Contractors.

PROPOSALS for grading and masonry, or the materials for masonry, for about thirty-two miles of the extension of the Boston and Maine Railroad to Portland, will be received at this office, or at the office of HENRY BACON, the Engineer, at Saco, Me., until the evening of the 15th of September next.

Proposals may be made for grading one or more sections into which the work will be divided.

Profiles and specifications may be seen at the Office of the Engineer on and after September 8.

The Corporation reserves the right of rejecting any proposals. F. COGSWELL, President.
Boston, August 21, 1871.

Notice to Contractors.

PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure, (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

GEO. A. PARKER, Pres't.

A CIVIL ENGINEER wants a situation on the construction of a new road or making preliminary surveys. Address F. E., Office of the Railroad Journal. 2135*

FORTIETH DIVIDEND**WASHINGTON INSURANCE CO.,**

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND of FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to Prof. CHARLES DROWNE, Director.

ENVELOPES.**SAMUEL RAYNOR & CO.,**

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Manufacture every style of envelope, from the smallest drug size to the largest official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

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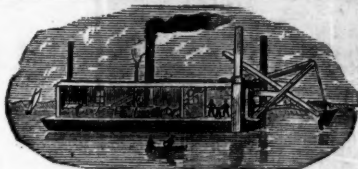
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Bessemer Steel Rails.

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)
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TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on approaches to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock.

Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This o'd established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

RAILROAD IRON.

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale

by DANAS & LITCHFIELD,
49tf 19 William street

NEW YORK**State Railroad Bonds.**

A First-Class Home Investment.

FIRST MORTGAGE GOLD BONDS

OF THE

RONDOT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.,

9 Wall Street, New York City,
Financial Agents of the R. & O. Company.



Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN** Shipping port, or delivered at ports in the United States or Canada.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



Fig. No. 1, Car Loaded & at Rest.

RIGHTS FOR SALE BY
A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

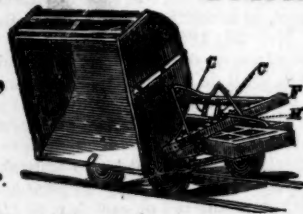


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,
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FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILE.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 16, steamer **RISE** SPAR, CAPT. H. F. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall via Kingston, connecting at Panama with steamer **COLORADO**, Capt. —, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Sept. 13.

Steamer **CHINA** will leave San Francisco, Sept. 30, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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